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TUESDAY, MAY 12, 1908.

二拜禮 號二十月五年五英港香

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP Yen 14,000,000
RESERVE FUNDS " 15,120,000

Head Office—YOKOHAMA.

Branches and Agencies.

TOKIO. CHEFOO.
Kobe. TIEN-TSIN.
OSAKA. PEKIN.
NAGASAKI. NEWCHOWANG.
LONDON. DALNY.
LYONS. PORT-ARTHUR.
NEW YORK. ANTUNG.
SAN FRANCISCO. LIOWANG.
HONOLULU. MUKDEN.
HOMBAI. TIE-LING.
SHANGHAI. CHANG-CHUN.
HANKOW.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 3 per cent.
per Annum on the Daily Balance.

On fixed deposit—
For 12 months 4% p.a.
" 6 " 3% " "
" 3 " 2% " "

TAKAO TAKAMICHI,
Manager.
Hongkong, 23rd March, 1908. [23]

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP GOLD \$3,250,000
ABOUT MEX \$7,222,422
RESERVE FUND GOLD \$3,250,000
ABOUT MEX \$7,222,422

HEAD OFFICE:
60 WALL STREET, NEW YORK.

LONDON OFFICE:
THREADENEE HOUSE, E.O.

LONDON BANKERS:
BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF
ENGLAND, LIMITED.

THE CAPITAL AND COUNTRIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE
WORLD.

THE Corporation transacts every Description
of Banking and Exchange Business.
receives Money in Current Account at the
rate of 3% per annum on daily balances and accepts
Fixed Deposits at the following rates—
For 12 months 4% per cent. per annum.
" 6 " 3% " "
" 3 " 2% " "

No. 9, Queen's Road Central,
Hongkong.

W. M. ANDERSON,
Manager.

Hongkong, 8th April, 1908. [25]

NETERLANDSCHE HANDEL- MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL FL 45,000,000 (L3,750,000).
RESERVE FUND FL 5,378,375
(about L448,000).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES—Singapore, Penang, Shanghai,
Rangoon, Samarang, Sourabaya, Cherbon,
Tegal, Pecalongan, Paseroena, Tjilatjap,
Padang, Medan (Deli), Palembang, Kota-
Radja (Acheen), Bandjermasin.

Correspondents at Macassar, Bombay, Colombo,
Madras, Pondicherry, Calcutta, Bangkok,
Kobe, Saigon, Haiphong, Hanoi, Amoy,
Yokohama, Kobe, Melbourne, Sydney,
New York, San Francisco, &c.

LONDON BANKERS:
THE UNION OF LONDON AND SMITHS
BANK, LIMITED.

THE Bank buys and sells and receives for
collection Bills of Exchange, issues
letters of credit on its Branches and correspondents
in the East, on the Continent, in
Great Britain, America, and Australia, and
transacts banking business of every description.

INTEREST ALLOWED.

On Current Accounts 2% per annum on daily
balances.

Fixed Deposits 12 months 4% per annum.
" 6 do. 3% do.
" 3 do. 2% do.

J. L. VAN HOUTEN,
Agent.

Hongkong, 18th November, 1907. [26]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000
RESERVE FUNDS \$15,000,000

STERLING
£1,500,000 at 2/11= \$15,000,000
SILVER \$13,500,000
RESERVE LIABILITY OF PROPRIETORS \$28,500,000

COURT OF DIRECTORS:

Hon. Mr. Henry Keswick, Chairman.
E. Goss, Esq., Deputy Chairman.

R. G. Barrett, Esq., E. Shollin, Esq.,
G. Friesland, Esq., R. Shewan, Esq.,
A. Fuchs, Esq., H. A. W. Slade, Esq.,
C. S. Gubbay, Esq., H. E. Tomkins, Esq.,
C. R. Lennemann, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.

MANAGER:
Shanghai—W. ADAMS ORAM.

LONDON BANKERS—LONDON AND COUNTRY
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent.
per Annum on the daily balance.

ON FIXED DEPOSITS:
For 12 months, 2% per Cent. per Annum.
" 6 months, 3% per Cent. per Annum.
" 3 months, 4% per Cent. per Annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 23rd April, 1908. [24]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3% p.a.
CENT. per annum.

Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 12th January, 1907. [28]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1833
HEAD OFFICE—LONDON.

PAID-UP CAPITAL £1,000,000
RESERVE FUND £1,475,000
RESERVE LIABILITIES OF PROPRIETORS £1,000,000

INTEREST ALLOWED ON CURRENT
ACCOUNT at the rate of 2 per cent. per
annum on the Daily Balances.

On Fixed Deposits for 12 months, 4% per cent.
" 6 " 3% " "
" 3 " 2% " "

JOHN ARMSTRONG,
Manager.

Hongkong, 6th January, 1908. [29]

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—Sh. Tael 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin Calcutta Hamburg Hankow
Kobe Peking Singapore Tientsin
Yokohama

FOUNDED BY THE FOLLOWING BANKS AND
BANKERS:

Koenigliche Seehandlung (Preussische
Staatsbank)

Direction der Disconto-Gesellschaft
Deutsche Bank

S. Bleichroeder
Berliner Handels-Gesellschaft

Bank fuer Handel und Industrie
Robert Warshawsky & Co.

Mendelssohn & Co.
M. A. von Rothschild & Soehne

Frankfurt a/M.
Norddeutsche Bank in Hamburg, Hamburg.

Sal. Oppenheim jr. & Co., Koeln.
Bayerische Hypotheken und Wechselbank,
Muenchen.

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
THE UNION OF LONDON AND SMITH'S BANK,
LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENT.
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be
earned on application. Every description of
Banking and Exchange business transacted.

A. KOEHN,
Manager.

Hongkong, 4th December, 1907. [30]

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS
SHANGHAI	DELHI	About 14th May	Freight and Passage.
	Capt. J. D. Andrews, R.N.R.		
LONDON, &c., via usual Ports	OSAMA	16th May	See Special Advertisement.
	Capt. W. Hayward, R.N.R.		
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	JAPAN	About 20th May	Freight and Passage.
	Capt. C. T. Denny, R.N.R.		
MOJI, KOBE & YOKOHAMA	PALERMO	About 22nd May	Freight only.
	Capt. J. B. Ferguson		
SHANGHAI, MOJI, KOBE & NAMUR		About 22nd May	Freight and Passage.
YOKOHAMA			

For Further Particulars, apply to F. I. ABBOTT,
Acting Superintendent.

Hongkong, 12th May, 1908. [7]

Intimations.

LANE, CRAWFORD & CO. (TELEPHONE 97).

NEW STOCK OF
SLAZENGER'S AND BUSSEY'S
TENNIS RACKETS.
\$8.00 to \$20.00 each.

TENNIS BALLS.
\$10.00 per dozen.

TENNIS NETS & POSTS.
MARKERS NET REGULATORS.

COURT MARKERS.

RANSOME'S
LAWN MOWERS.

TENNIS SHOES.
\$6.50, \$8.50 and \$10.50 per pair.

LANE, CRAWFORD & CO. [68]

CHAMPAGNES,
SHERRIES,
MARSAJAS,
MADEIRAS,
PORTS,
CLARETS,
BURGUNDIES,
ALES, BEERS & STOUTS.

HOCKS & MOSELLES,
BRANDIES,
GIN,
WHISKIES,
VERMOUTHS,
BITTERS,
LIQUEURS.

CALDBECK, MACGREGOR & CO.,
WINE AND SPIRIT MERCHANTS,
15, Queen's Road Central.

Hongkong, 11th April, 1908. [40]

CHAMPAGNE. G. H. MUMM & CO.

THE MOST POPULAR WINE
Can be had in the following qualities:
EXTRA DRY (Gout American).
BRUT (Cordon Rouge).

Sales in the United States exceed the total of
all other Brands.

Served in all Clubs and First-class Hotels,
and obtainable at all Wine Merchants in the
Colony, and from Shewan, Tomes & Co., sole
agents.

KOWLOON HOTEL.

"THE CATCH OF THE HOT SEASON."

A BOON TO HONGKONG.
FULL MOON BAND.

MUSICAL DINNER will be served on SATURDAY next, the 16th inst., at 8 P.M.

INVITED GUESTS IN ATTENDANCE.
ASSORTED ICE CREAMS AFTER DINNER.

Hongkong, 14th April, 1908. [41]

Shipping—Steamers

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND
THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 2,363 Tons, "POWAN" 2,338 Tons, "FATSHAN" 2,360 Tons,
"KINSHAN" 1,995 Tons, "HEUNGSHAN" 1,998 Tons.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 10 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5:30 P.M. (Sunday excepted).

The S.S. "POWAN" will leave Hongkong every Monday, Wednesday and Friday at 9 P.M. from the Company's Wing Lok Street Wharf, returning from Canton every Tuesday, Thursday and Saturday, at 5 P.M.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-AN" 1,651 Tons and "SUI-TAI" 1,651 Tons.

Departures from Hongkong to Macao on week days at 8 A.M. from the Company's Wing Lok Street Wharf and at 2 P.M. from the Company's Wharf.

On Sundays Special Cheap Excursions as per particulars at foot.

Departures from Macao to Hongkong on week days at 7:30 A.M. and 2 P.M.

N.B.—On MONDAY, TUESDAY, and WEDNESDAY, the 11th, 12th and 13th May, there will be no Morning Steamer from Hongkong or Afternoon Steamer from Macao.

JOINT SERVICE OF
HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,
THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 Tons, and "NANNING," 569 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8:30 A.M.

Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

EXCURSION TO MACAO.

On SUNDAYS, the Company's Steamship "SUI-AN" will depart from the Company's Wing Lok Street Wharf at 9 A.M. Returning from Macao at 5 P.M.

Popular Excursion Rates as usual.

N.B.—The Company also runs a steamer from Macao on Sunday morning at 7:30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf. This steamer connects with the returning steamer from Macao.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
HOTEL MANSIONS, (FIRST FLOOR),
opposite the Hongkong Hotel. [6]

Hotels.

VICTORIA HOTEL, MACAO HOTEL,
(TELEGRAMS—VICTORIA—SHANGHAI),
(TELEGRAMS—FARMER—MACAO),
SHAMEN, CANTON, MACAO, CHINA,
ON THE BRITISH CONCESSION.
H. HAYNES,
Manager.

IN THE CENTRE OF THE PRAIA GRANDE.

BOTH HOTELS ELECTRICALLY LIGHTED AND UNDER EXPERIENCED
EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND
TOURISTS. Wm. FARMER, Proprietor.

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PRAIA, near the TRAM TERMINUS Tel. 54.
For Terms, &c., apply to the
MANAGER [5]

KAMAKURA KAIHIN IN HOTEL,

KAMAKURA, JAPAN.

THIS modern Hotel, completely re-built, situated on the seashore within easy
distance of Yokohama and Tokyo, will be opened during April, under European
management.

Charges moderate.
Special terms for families.
Apply—
E. APPEL, Manager.

Hongkong, 14th April, 1908. [42]

Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.
Military Band during dinner on Saturday Nights.
A. F. DAVIES,
Manager.

CONNAUGHT HOTEL, HONGKONG.

A FIRST-CLASS EUROPEAN HOTEL
SITUATED IN THE MAIN STREET NEAR THE BANKS AND PRINCIPAL OFFICES.
STRICTLY EUROPEAN MANAGEMENT.

Wines and Spirits of the very Best Quality.
Baths to Every Room.
Hot and Cold Water Throughout.

Hotel Lanchester all Steamers.
Special Terms for Tourists and Parties for Families.

FOR TERMS APPLY TO—
THE MANAGER & AGENT

Hongkong, 21st June, 1907. [1]

Mails.

NORDDEUTSCHER LLOYD,

BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"PRINZ EITEL FRIEDRICH" Capt. E. Malchow	WEDNESDAY, Noon, 10th May.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"PRINZ HEINRICH" Capt. P. Grosch	About WEDNESDAY, 20th May.
MANILA, NEWGUINEA, BRIS- BANE, SYDNEY and MEL- BOURNE	"PRINZ SIGISMUND" Capt. D. Lenz	THURSDAY, 5 P.M., 21st May.
KUDAT and SANDAKAN	"BORNEO" Capt. F. Sembill	Middle of May.

For further Particulars, apply to

NORDDEUTSCHER LLOYD

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 7th May, 1908.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL
TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA...	TONKIN.....	Charbonnel.....	25th May, afternoon.
MARSEILLES, VIA PORTS	YARRA	Sellier.....	26th May, 1 P.M.
SHANGHAI, KOBE, YOKOHAMA...	POLYNESIEN.....	Broc.....	8th June, P.M.
MARSEILLES, VIA PORTS	ERNEST SIMONS ..	Girard	9th June, at 1 P.M.

Transhipment on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 up to £71.10. 20 hours' railway from Marseilles to London.

Transshipment on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 to £27.10. 20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. NALIN,

ACTING AGENT,

QUEEN'S BUILDINGS.

Hongkong, 12th May, 1908.

CHARGEURS RÉUNIS.

FRENCH STEAMSHIP Co.—HEAD OFFICE: PARIS.

ALL ROUND THE WORLD LINE.

Outward: ANTWERP, DUNKIRK, LA PALICE, MARSEILLES, GENOA,
NAPLES, COLOMBO, via SUEZ, SINGAPORE, HONGKONG, CHIN-
WANTAO (Peking, Tientsin), KOBE, YOKOHAMA.

GENOA TO HONGKONG in 30 DAYS.

NAPLES

Unique opportunity to make a tour in North-China and Japan with the Greatest Speed, Safety and Comfort.

Trans-Pacific: VICTORIA (B.C.), VANCOUVER, SEATTLE, SAN FRANCISCO.

Connecting with the Canadian Pacific Railway.

FREIGHT to OVERLAND via VANCOUVER.

PASSENGERS to OVERLAND and EUROPE via VANCOUVER.

YOKOHAMA—VANCOUVER 13 DAYS.

LONDON and PARIS 26 "

Homeward: MEXICO, RIVER PLATE, BRAZIL, LA PALICE, LIVERPOOL,
via MAGELLAN STRAITS.

Proposed Sailings:

† AMIRAL MAGOM..... 4th June.	† MALTE..... 12th Oct.
† AMIRAL EXELMANS..... 25th July.	† CEYLAN..... 26th Nov.
† OUESSANT..... 27th Aug.	† CORSE..... 11th Jan.

† No passengers. * Intermediate class and rates of passage.

† New Twin Screw 16,000 T. displac., 1st class accommodation, splendidly equipped with single berth cabins. All round the world ticket by these boats.

For further Particulars, apply to

P. NALIN, FRENCH MAIL OFFICE.

Hongkong, 8th May, 1908.

WEST RIVER BRITISH STEAMSHIP COMPANIES.

HONGKONG-WUCHOW LINE.

THE Steamers "LINTAN" and "SAN-UI"
SAIL FROM HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 4 DAYS.
These steamers have Excellent Saloon Accommodation, and are Lighted Throughout by Electricity.

THE CLIMATE ON THE WEST RIVER DURING THE WINTER MONTHS IS VERY FINE AND EXHILATING.

For further information apply to—

BUTTERFIELD & SWIRE,

AGENTS, WEST RIVER BRITISH S.S. COMPANIES.

Hongkong, 14th March, 1908.

Information.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside 514 ft. Width of
entrance, top 95 ft., bottom 75 ft.
Water on blocks, 27.5 ft. Time to
pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of
entrance, top 60.5 ft., bottom 45.8
ft. Water on blocks, 26.5 ft. Time
to pump out, 2 hours.THESE DOCKS are conveniently situated in Yokohama harbour and the attention of
Captains and Engineers is respectfully called to the advantages offered for Docking
and repairing Vessels and Machinery of every description.The plant and tools are of recent patterns for dealing quickly and cheaply with work
and a large stock of material is always at hand, (plates and angles all being tested by
Lloyd's surveyors).Two powerful Twin Screw Towboats are available for taking Vessels in or out of
Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable
of lifting 35 tons.Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge
Work, and all kinds of Machinery are made on the premises.Tenders will be made up when required and the workmanship and material will be
guaranteed.The cost of Docking, and repair work, will be found to compare favourably with that
of any port in the world.

Telephone: Nos. 878, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Scotts, A. I. and Watkins.

Yokohama, May 23rd, 1905.

Shipping—Steamers.

JAVA-CHINA-JAPAN LIJN.

REGULAR THREE-WEEKLY SERVICE

BETWEEN

JAVA, CHINA, AND JAPAN.

Steamer	From	Expected on or about	Will leave for	On or about
TJIPANAS	SINGAPORE	First half May	SHANGHAI	First half May
TJIKINI	JAVA	First half May	JAVA	First half May
TJIMAH	AMOV	First half May	JAVA	First half May
TJILATJAP	JAVA	Second half May	SHANGHAI	Second half May
TJIPANAS	AMOV	Second half May	JAVA	Second half May
TJILIWONG	JAPAN	Second half May	JAVA	Second half May
TJIBODAS	JAVA	First half June	JAPAN	First half June

The Steamers are all fitted throughout with Electric Light and have Accommodation for
a limited number of Saloon Passengers, and will take Cargo to all Netherland India Ports
on through Bills of Lading.

For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

YORK BUILDINGS, 1st floor,

Hongkong, 7th May, 1908.

MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND
KOUANG-SI.

S.S. "PAUL BEAD," 1,900 tons, 14 knots.

S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.

Departure from Hongkong at 10 P.M. (Saturdays excepted).

Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light
and Fans and were specially built for this trade. Excellent cuisine.

The Company's Own Wharf near Wing Lok Street.

Canton Agents—Messrs. E. Pasquet & Co.

For further particulars, please apply to—

BARRETTO & CO.,

Agents.

Hongkong, 28th March, 1908.

Information.

IMPERIAL BREWING COMPANY,

LIMITED.

PURE CREAM BEER.

For samples and prices please apply to

WINE GROWERS SUPPLY CO.

BARRETTO & CO.

General Agents.

Hongkong, 28th October, 1907.

JAPANESE SUGAR REFINERS IN
CONFERENCE.

RESTRICTION OF THE OUTPUT.

On the 27th and 28th ultimo, representatives
of the Japan, Yokohama, and Kobe Sugar Re-
fining Companies held a conference at Tokyo,
and considered measures relating to the pro-
posed restriction of the output. It is agreed
that the Japan Refining Company should de-
posit ¥300,000, the Yokohama Refining Com-
pany ¥200,000, and the Kobe Refining Com-
pany ¥70,000 as a guarantee of good faith.
Further that the output of the Japan Company
should not exceed 200,000 bags, that of the
Yokohama Company 50,000 bags, and that of
the Kobe Company 20,000 bags, while the
sugar produced in excess of the limit agreed
upon should be subject to a fine of ¥3 on each
bag exceeding the limit. It was also agreed
that a uniform means of packing and other
marks to distinguish sugar for export and for
home markets should be adopted. The agree-
ment concerning these arrangements was
signed on the second day of the conference.MUZZLING THE PRESS IN
KOREA.RESTRICTION ON FOREIGN-EDITED
NEWSPAPERS.We (Japan Chronicle) learn that the Korean
Government has added an article to the Press
Law of that country—its possession of a Press
Law is news to us—to the effect that news-
papers published in foreign countries or in
Korea by foreigners, the contents of which are
considered by the authorities to be detrimental
to public security or morals, shall be prohibi-
ted from circulation in the dominions of Korea.
A message to Japanese papers on this subject
mentions that the amendment of the law aimed
at the control of the Korea Daily News,
edited by Mr. Bethell, and other "bad papers"
which are opposed to the Japanese administra-
tion.It may be mentioned in connection with this
law, which seems to be based on the Press
Law of Russia, that the six months for which
security was given by Mr. Bethell expired on
the 27th ultimo.

WRECKS IN THE PACIFIC.

INCREASE OF INSURANCE RATES.

The many disastrous wrecks which have oc-
curred in recent years of ships from the Pacific
coast of the United States has resulted in the
last year in a very material increase in the
marine insurance rates for vessels owned in
Seattle and other Pacific ports, says the Seattle
Times. The underwriters at Lloyd's are far
from eager to renew insurance at the old rates,
and in many instances hull insurance shows a
marked advance.The new policy for the Minnesota of the Great
Northern Steamship Company cost twice as
much as its predecessor and is regarded by
many as indicating that the loss of the Dakota
in Japanese waters a year ago was, in the
estimation of Lloyd's, without good excuse.
Last year insurance on the great liner was
obtained at 3.15 per cent., but after paying
\$1,700,000 on the hull and nearly as much
again on the cargo of the Dakota, the Lloyd's
underwriters refused this year to make a better
rate than 7 and in some instances 8 per cent.An advance of 10 per cent is made on the big
ships of the Pacific Mail, while the Pacific
Coast Steamship Company had its rate increas-
ed from 5 to 6 per cent, although there was no
change on the older vessels, where the rate was
from 8 to 10 per cent. There was no increase
in the Alaska Steamship Company's rate, al-
though the wreck of the Saratoga recently and
the stranding of the North Western last year
may result in an advance when new insurance
is sought for these ships.WHITE WASHING THE OPIUM
TRAFFIC.There came a time, not so long ago, when a
wave of "anti-opium" feeling swept over
England, and the British public suddenly be-
came very hard to please. Parliament agreed
that the idea of a Government opium monopoly
in India was "morally indefensible," even went
so far as to send out a "Royal Commission"
to investigate the whole question. Now this
commission, after travelling 28,000 miles, asking
28,000 questions, and publishing 2,000 pages
(double column, close print) of evidence, arriv-
ed at some remarkable conclusions. "Opium,"
says the Royal Commission, "is harmful, harm-
less, or even beneficial, according to the measure
and discretion with which it is used." * * * It
is (in India) the universal household remedy.
* * * It is extensively administered to infants,
and the practice does not appear to any extent
injurious. * * * It does not appear respon-
sible for any disease peculiar to itself. * * * As to
the traffic with China, the commission states.
"Responsibility mainly lies with the Chinese
Government." And, finally (which seems to
bring out the point of the matter), "In the present
circumstances the revenue derived from opium
is indispensable for carrying on with efficiency
the Government of India."—Success Magazine.

Dentistry.

Dr. M. H. CHAUN

THE LATEST METHOD

of the

AMERICAN SYSTEM OF DENTISTRY

35, QUEEN'S ROAD CENTRAL,

From the University of Pennsylvania, U.S.A.

Hongkong, 15th April, 1907.

TAIN TING

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 16, D'ARQUILL STREET.

REASONABLE FEE.

Consultation Free.

Hongkong, 28th March, 1908.

Public Companies.

CHINESE ENGINEERING & MINING
COMPANY, LIMITED.AN INTERIM DIVIDEND of One Shil-
ling and Six Pence per Share (free of tax
for account of year ending 31st February
1908), has been declared by the Directors of
the above Company. Coupon No. 20 is pay-
able on 1st May at the Chartered Bank of
India, Australia and China, and the Russo-
Chinese Bank at Tientsin and Shanghai.

SHEWAN TOMES & Co.

Agents.

Hongkong, 1st May, 1908.

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HONGKONG CLUB.

NOTICE.

AN EXTRAORDINARY GENERAL
MEETING of the Members of the
Club will be held in the CLUB HOUSE on
THURSDAY, the 14th May, 1908, at 5.15
P.M. for the purpose set forth in the notice
posted in the Hall of the Club.

By Order,

JAMES C. AIK,

Acting Secretary.

Hongkong, 29th April, 1908.

[456]

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P.M. for the purpose set forth in the notice
posted in the Hall of the Club.

By Order,

JAMES CRAIK,

Acting Secretary.

Hongkong, 29th April, 1908.

[457]

PEAK TRAMWAYS CO., LTD.

NOTICE is hereby given that the ORDIN-
ARY ANNUAL GENERAL MEET-
ING OF SHAREHOLDERS of the above
company, will be held at the Registered Office
of the Company, Alexandra Buildings, Des
Voeux Road Central, on SATURDAY, the 16th
day of May, 1908, at 11 A.M., for the purpose of
receiving the Report of the Directors together
with a Statement of Accounts for the year
ending 30th April, 1908.The TRANSFER BOOKS of the Company
will be CLOSED from the 13th to 20th inst.,
both days inclusive.JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 9th May, 1908.

[493]

Notices of Firms

NOTICE.

ON and after the 18th instant, the NEDER-
LANDSCHE HANDEL-MAATS-
CHAPPIJ (Netherlands Trading Society) will
conduct its business at No. 5, QUEEN'S
ROAD CENTRAL (in the offices now oc-
cupied by the National Bank of China, Ltd.).

J. L. VAN HOUTEN,

Agent.

Nederlandsche Handel-Maatschappij.

Hongkong, 6th May, 1908.

[479]

NOTICE.

MR. P. NALIN has been appointed
ACTING AGENT for Messageries
Maritimes and Chargeurs Réunis during my
absence from the Colony.

J. MILLET.

Hongkong, 8th May, 1908.

[480]

INTERNATIONAL SLEEPING CAR

and

EXPRESS TRAINS CO.

(THE

GREAT TRANS-SIBERIAN ROUTE

TO EUROPE.)

HAVING been appointed AGENTS for
the above Company, we shall be
pleased to give any information as to rates of
passage, &c., in connection with above.

SHEWAN, TOMES & Co.

Agents.

Hongkong, 31st July, 1907.

[47]

For Sale.

A BROKEN-DOWN SYSTEM.
This is a condition (or disease) to which doctors
give many names, but which few of them really
understand. It is simply weakness—a broken-down
system. It is the result of the vital forces that sustain the sys-
tem. No matter what may be the cause (for there
are almost numberless), the symptoms are much the
same: the most pronounced being sleeplessness,
some of prostration or weakness, depression of
spirits and want of energy for all the ordinary
duties of life. None of these alone is really essen-
tial in all such cases; it is the combination of them
that makes a broken-down system.VITAL STRENGTH & ENERGY
to throw off these morbid feelings, and experience
prove that an night's sleep on day this may be
more certainly secured by a course.THE NEW FRENCH REMEDY
THERAPION No. 3This is a condition (or disease) to which doctors
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system. It is the result of the vital forces that sustain the sys-
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duties of life. None of these alone is really essen-
tial in all such cases; it is the combination of them
that makes a broken-down system.THE EXPIRING LAMP OF LIFE
LIGHTED UP AFRASH!and a new vision imparted in place of what
was a dark and gloomy one. This is a condition (or
disease) to which doctors give many names, but
which few of them really understand. It is simply
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that makes a broken-down system.

Intimations.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

WATSON'S
E
VERY OLD LIQUEUR
SCOTCH
WHISKY

A Blend of the Finest Pure Malt
Whiskies distilled in Scotland

OR
GENUINE AGE
AND
FINE MELLOW
FLAVOUR.

Per Case - - - \$16.50

Watson's
D. SHERRY
SUPERIOR PALE DRY.

Per Dozen\$19.50

A VERY FINE WINE, POPULAR
THROUGHOUT THE FAR EAST.

A. S. WATSON & CO.,
LIMITED,
ALEXANDRA BUILDINGS,

Hongkong, 7th April, 1908. [35]

NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES IN ADVANCE.

DAILY—\$30 per annum

WEEKLY—\$18 per annum

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The daily issue is delivered free when the address is accessible to messengers. On copies sent by post an additional \$1.80 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 80 cents per quarter.

Single Copies, Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, TUESDAY, MAY 12, 1908.

THE OPIUM QUESTION.

The Hon. Mr. Murray Stewart has given notice of a series of questions which he will put to Government at the meeting of the Legislative Council on Thursday next. Following the action which the honourable gentleman has taken as chairman of the Committee of the local branch of the China Association in discussing as early as the Committee did the proposed action dictated by the Colonial Office authorities, and cabling their protest to the home Association, it is not surprising that Mr. Stewart, in his dual capacity as representative of the Chamber of Commerce and as Chairman of the allied society, should act as spokesman to obtain further information from Government on a question of such vital importance to the Colony. In our last issue we gave publicity to the report that indications had been forthcoming on the part of Government that tentative legislation in the direction of the Secretary of State's instructions would likely be enacted. It is to be hoped that, in their reply to the honourable member's question, Government will make some definite statement as to their proposed measure. It is only after the Colony has been placed in actual possession of the line of action which the

Government propose to take, that the representative bodies of the commercial interests of the port, like the Chamber of Commerce and the China Association, will see their way clear to combat the arbitrary instructions which the Colonial Office has seen fit to transmit to the Governor of the Colony to have carried out. At the interview with our representative on Saturday the Opium Farmers stated off-hand that the closure of the opium-divans will mean an immediate loss of about two-thirds of their aggregate business, with a further prospective loss in the falling off of sales to private consumers. It is reasonable to suppose that Government will endeavour to ascertain from the monopolists the exact amount they are likely to lose by the abolition of the public opium-houses in Hongkong. If the Opium Farmers can be asked for such information in order that it may be laid on the table of the Legislative Council on Thursday, we have no doubt that it will form a very valuable contribution in aid of the discussion of this most important economic problem with which the ratepayers are now brought face to face by the ill-considered decision and the unreasonable urgency with which the Colony is expected to give effect to it.

LOCAL AND GENERAL.

THE new steam-lighter *Chantaboon*, built by the Hongkong and Whampoa Dock Co., Ltd., for Bangkok, left for her destination this morning.

WRITING under date the 11th inst., our Canton correspondent says:—Yesterday afternoon during a heavy shower of rain, a portion of the Yee Yuen restaurant, in Tai Shup Po, which was in the course of repair, collapsed, and four workmen were buried under the debris. On the alarm being raised a crowd at once collected in the vicinity and the people assisted in removing the debris and exhumed the four men, who were very seriously injured.

IN view of the popular ignorance of treaty stipulations, H. E. Yuan Shih-kai, President of the Waiwupu, has instructed his subordinates to compile all the treaties made between China and foreign states and to print them in book form for distribution amongst the people. The recipients will be requested to make a close study of these treaties, so that when they have any dealings with foreigners, they may be able to act in accordance with the stipulations set forth in the treaties.

At a meeting of the Manchester Chamber of Commerce a letter from the Foreign Office was read, enclosing copy of a communication from the Chief Commissioner of Customs, Shanghai, to the Doyen of the Consular Body at that port, explaining the objects in view in inviting traders to record their marks in Shanghai and Tientsin pending settlement of the long-suspended question of registration of trade marks in China. This was remitted by the Board to the consideration of the Trade and Merchandise Marks Committee.

A RATE war has arisen between several German steamship companies. The Ocean Steamship Company at Flensburg, a sister company of the Flensberger Steamship Company, well known in China, has opened a direct line from Hamburg via Antwerp to Cuba and Mexico. Now the Sydhavns-Rhederei at Hamburg, founded some years ago by the large steamship companies of that port to take care of their interests against competition by foreign companies, announces that it intends sending monthly steamers to Cuba and Mexico at very reduced rates.

ON the 27th ult. at noon, while three Malay women were engaged in collecting firewood on the outskirts of a kampong at Troup, a tiger was heard close by. Two of the women left their bundles and ran away, but the third being an elderly woman and unable to move quickly, was pounced upon by the tiger and taken away into the jungle. No trace of the unfortunate woman has been found, but the Pengulu of Troup is organising a party to try and recover the body and shoot the tiger. This happened near St. John's Rubber Estate on the road leading to the stone quarry. Singapore Free Press.

REGARDING the question of Chinese crews on British steamers, "Surgeon" testifies that last year he made a voyage of 37,000 miles as surgeon to a large steamship carrying a Chinese crew. Seven months' observation showed that a more healthy, contented, hard-working, and sober crew it would be impossible to imagine. They gave no trouble from a medical point of view, and their hardiness is proved by the fact that the climatic conditions varied from the ice and snow of the Northern Pacific to the Red Sea in August, while with the wind and a temperature of 124 deg. Fahr. in the stokehold, not a man fell out. "I found the Chinaman far from the savage which the average Englishman believes him to be."

WRITING from Peking on the 11th ult., the correspondent of the N. C. D. News says:—Viceroy Tuan Fang telegraphs to the Waiwupu that he has instructed the new Customs Tialat, Tsai Lai-huang, to be the foreign Municipal Council North of the Yangtse River. Creek has agreed to stamp out the opium dens within its jurisdiction in four years beginning from 1908, or his successor must always exert himself to see that opium dens are effectually suppressed in towns adjacent to Shanghai. This is necessary in order to show foreigners that the Chinese authorities are intending something more than mere paper reform. Tialat Tsai has been further instructed by Viceroy Tuan Fang to render every possible assistance to the foreign Municipality in regard to the abolition of the opium dens in the international settlement.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

A SUGGESTION.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." Sir,—As the different Chinese Associations and Guilds are doing so much good for their country and fellow-citizens, I would suggest that some of the rich charitable viceroy, Chinese officials and respectable merchants of China unite and establish a daily attendance hospital for trachoma in Hongkong apart from the other Hospitals. There are many hundreds of people suffering from this disease. It would be a blessing to these kindly disposed men of honor to see that they have come to the rescue of thousands of suffering humanity afflicted with this disease, and who in return may show their gratitude to the nation, some day.—Yours, &c., WELL-WISHER.

Hongkong, 12th May, 1908.

THE SANITARY BOARD.

FOURTHLY MEETING.

A meeting of members of the Sanitary Board was held this afternoon, when the following business was transacted.

GOVERNMENT BUILDINGS.

Mr. A. Shelton Hooper, pursuant to notice, asked:—

(a) What is the number of houses in Victoria and Kowloon, which remain to be dealt with under sub-sections Nos. 1 and 2 of section 175 of the Public Health and Buildings Ordinance?

(b) Is it a fact that notwithstanding your statement that all Government buildings are periodically inspected by Sanitary Department officers, all Government buildings which have a medical office attached, there is no such inspection?

(c) If not, is it the duty of the Medical Officer so attached to make periodical inspection of such buildings to see that they are in such a sanitary condition as not to contravene the provisions of the Public Health and Buildings Ordinance?

(d) Will you lay on the table a list of such Government buildings as have a medical office attached?

The President replied:—

1. (a) A list is being prepared.

2. (b) My statement was "that Government Buildings are inspected once a month and in addition coolie quarters once a week." The Board on May 16th, 1905, agreed that the sanitary inspectors should not pay visits of inspection to those institutions which are under charge of Government medical officers.

(c) Yes.

(d) Government Civil Hospital and its annexes.

Kennedy Town Hospital, Government.

Kennedy Town Hospital, (Tung Wah branch).

Tung Wah Hospital, Po Leung Kuk Gael.

WATER CLOSETS FOR BUILDINGS IN KOWLOON.

The following reply relative to the question of permitting water closets in buildings in Kowloon was submitted:—

Colonial Secretary's Office, 2nd May, 1908.

Sir,—I am directed by His Excellency the Governor to acknowledge receipt of your letter of the 24th ult. informing me of the decision of the Board on the question of permitting water closets in buildings in Kowloon and to request you to supply me with copies of the circular referred to in paragraph 1 of report of the committee enclosed in your letter under reference together with the replies thereto.

I am further to invite the attention of the Board to the additional expense which will be involved by the suggested systematic monthly inspection; and, in view of the fact that the present staff cannot undertake the supervision, and as such supervision is an integral part of the proposal, I am to inquire how the Board suggests that the expenditure should be met.—I am, &c.,

(Sd) F. H. MAY.

Colonial Secretary.

Mr. Shelton Hooper minuted—No additional inspectors required. The number of closets will be small.

Mr. Humphreys I agree with Mr. Hooper. The total W. C.'s which will be allowed by the Board will not probably average six in a year.

STREET WATERING.

Further correspondence relative to the watering of streets was read. Mr. Hollingsworth minuted as under:—

1.—Besides the new street watering stand pipes erected at Pottinger Street and Arsenal Street we have erected two at Tai Hang.

2.—The keeping clear from stoppage of the nullah supply from Albany nullah is in the hands of the Sanitary Board. I reported all these supplies clear some time ago and they were all handed over to the Sanitary Board for maintenance.

3.—I noticed that Stone Nullah Lane nullah was dry this afternoon (15-4-08).

4.—An indent has been forwarded to the crown Agents for ten additional street fountains.

MEFERS, Whitelock & Co. write under date Shanghai, 7th inst.—There is no change to report in our homeward freight market since last writing and as the commencement of the Hankow tea season is rather later this year than usual it is impossible to forecast exactly what the prospects are likely to be in any one direction. The only item of interest to the shipping world is that the Austrian Lloyd has at last decided to join the "China Homeward Freight Conference" from the 1st of October, 1908, so that now every steamship line of any consequence whatever belongs to the Conference. Coastwise.—The slight uptick that took place about a month ago has now entirely subsided again and coasting business is very quiet. A few features of "coastwise" have been noted for this season's trade to Siam, ports on time charter basis but otherwise fairly well demanded with moderate tonnage.

BLACKMAIL.

\$30,000 DEMAND FROM MESSRS. REISS & CO.

[From Our Own Correspondent.]

Canton, 11th May.

The other day Messrs. Reiss & Co., of Shanghai, received a blackmailing letter from robbers, demanding the payment of a sum of \$30,000. Messrs. Reiss & Co. have reported the matter to the Canton Viceroy through H. B. M. Consul-General. The Viceroy has given orders to the officials to endeavour to trace the blackmailers.

LOSS OF THE "MATSUHIMA."

DESCRIPTION OF THE DISASTER.

A Saabro message gives the following description of the disaster:—An hour before the time for the crew of the *Matsuohima* to leave their bunks a terrible explosion under the aft turret was heard. Lieutenant Taira, who was on duty, at once signalled to other vessels and ordered the men of the deck of the cruiser to prepare to extinguish fire. Almost instantly, however, the aft part of the vessel was seen to be enveloped in fire, and a series of explosions took place in rapid succession. At the same time water entered with great rapidity, the bow rising high out of the sea. Amid the volumes of flame and smoke all the bodies of officers and men were seen to be blown up into the air, some of them being carried to a height of 100 ft., while many severely injured men were drowned by the influx of water. A number of men who had been thrown out of their hammocks by the force of the explosions, endeavoured to rescue those who were surrounded by the flames, but their efforts were fruitless. The damage to the aft part of the cruiser was so great that the tank within five minutes, the bow rising straight out of the water. The other vessels of the Squadron hastened to send assistance to the cruiser immediately they heard the first explosion, but she had disappeared before aid could reach her.—Kobe Herald.

We learn from the *Japan Times* that Engineer Rear-Admiral Tanabe has made the following statement:—It is profoundly regrettable that the officers and men who might have served in six warships with credit should have been killed in this disaster. The explosion of magazines is not unprecedented, but Germany seems to be remarkably free from such accidents. It is probable that the mode of manufacture, etc., of the powder has something to do with such disasters. As to the refloating of the sunken *Matsuohima* there exists some hope, but the expenditure on the work will have to be investigated before deciding whether the vessel is to be saved or not. The *Matsuohima* being an old boat, much money would be required to fit her for sea again. Japan, however, has made great progress in the art of refloating vessels.

CANTON MINT.

OUTPUT OF DOLLAR PIECES.

[From Our Own Correspondent.]

Canton, 11th May.

In accordance with instructions received from the Tsuchihito (Ministry of Finance) at the Capital, the Canton Mint is now busily engaged in the coining of one-dollar silver pieces; the daily output of these dollar coins being 40,000.

SUICIDE AT SEA.

TRAGIC TERMINATION OF A CARD PARTY.

Mr. Reginald W. Wickham, a well-known authority on the rubber industry, has ended his life by crawling through a porthole, on board of the Messageries Maritimes liner *Ernest Simon*, while on a voyage from Colombo to Singapore, says the *Strait Times* of 5th inst. When the steamer arrived in port, early yesterday morning, the officers at once communicated to the police the report that a European passenger, who had occupied a cabin in the first saloon, was missing.

As the result of a searching investigation, it was discovered that the man, whose name was given as Reginald W. Wickham, had been drinking heavily since joining the ship at Colombo, and was taking a hand at cards after dinner on the night of the tragedy. He remained playing till about midnight, when he retired to his cabin, and seems to have undressed and prepared himself for a night's rest.

It is apparent, however, that he did not pass the night in his bunk, for where his cabin was visited by an English friend, the morning following, at about four o'clock, he was not to be found.

Nothing, however, was thought of this, and no further notice was taken until at daylight a steward had occasion to visit Mr. Wickham's cabin and found he was missing. Search was instituted without delay, but he could not be found on any part of the ship. Investigations, however, brought to light a portion of Mr. Wickham's pyjama suit, which looked as if a jagged pocket had been torn on the fastener of the porthole, thus leading to the assumption that he had committed suicide by crawling through the porthole in the cabin, and jumping into the sea.

It appears that Mr. Wickham had been in Ceylon for about a fortnight, and was coming down to the Straits Settlements and the Federated Malay States for a short stay for the purpose of visiting rubber estates. He had decided upon returning to Ceylon for a month, and then coming back to Singapore on his way home, across America.

No reason can be assigned for this rash act, and it was believed generally by those on board that Mr. Wickham was possessed of very considerable means.

It is reported that Mr. Wickham will be docked in Shanghai for repairs to the damaged vessel in last week's typhoon.—Singapore Daily News.

THE JAPANESE BOYCOTT.

CANTON VICEROY'S ACTION.

[From Our Own Correspondent.]

Canton, 11th May.

In addition to the steps he has already taken in Canton towards the suppression of the Japanese boycott movement, the Viceroy has now forwarded despatches to the different officials in the interior instructing them to prohibit the people from convening meetings of National Disgrace, and to try their best to put a stop to the agitation.

The Canton Self-Government Society has received a telegram from Shiu Kwan, in which the Society was requested to send representatives to attend a meeting of National Disgrace to be held there on the 17th inst. Shiu Kwan is a district near the prefecture of Nam Hung in the north of the Kwangtung province, distant many miles from Canton. Even though so far removed from the capital, the Japanese boycott movement has spread to the interior of the province as far as Shiu Kwan.

A Tairen telegram of May 5 to the *Mainichi* states that the market for Japanese merchandise among the Chinese in Manchuria is very dull at present. This is believed to be attributable to the boycott and the fall of silver.

WHO ARE SUFFERING MOST?

The *Kobe Herald*, of 4th inst., says:—Very conflicting statements as to the effects of the Canton boycott continue to be made. The *Onaka Asahi*, however, asserts that Chinese merchants are certainly suffering more than the Japanese. The latter have not been affected as much as was expected, as the goods boycotted in South China are being largely sold in North China and other parts of the country. The Cantonese merchants in Japan, however, are very much embarrassed, as their transactions have been hitherto confined to Canton and Hongkong. Mr. Mak Siao-peng, the leader of the Cantonese here, has throughout taken the view that the boycott will not be of long duration, but, according to the *Asahi*, he is suffering heavily, his business having been conducted on a very large scale. He and his friends are not disposed to interpose, as they fear that efforts by them to check the boycott would be of little use.

A Tokio message to other Osaka papers also states that there is now every indication that the boycott is embarrassing the Chinese more than the Japanese. It is consequently believed that it will not last much longer. The message also says that the Canton Constitutional Government Association, which decided that no Japanese marine products should be dealt in after April 30, has postponed the coming into force of the decision to May 10.

EFFECT ON THE MITSUBI BUSSAN KAISHA.

According to the *Asahi*, the Mitsui Bussan Kaisha has been feeling to some extent the effects of the general commercial depression, more especially in regard to its China trade. Our Osaka contemporary recalls that the Kaisha's business, relations with Asia, Europe, America and Australia have of recent years undergone a great expansion. In some years, it says, the transactions have reached a value of no less than ¥200,000,000, a volume of business which is rivaled by but few Companies in Europe or America. At the present time the Kaisha's branches and agencies at home and abroad number sixty-seven, and the employees of superior position total over 1,300. Since last year, however, its business has been somewhat unsatisfactory on account of the trade depression. At the Shanghai branch, for instance, it has been found that the existing office staff of about one hundred employees is in excess of existing requirements, and a more or less similar condition prevails at the other branches. Moreover, the Kaisha is not the only big firm which is feeling the pinch. The Okutsu Gumi, the Nippon Menkwa Kaisha (Japan Cotton Company), the Naigai Menkwa, and some other undertakings have all suffered losses in their Chinese trade owing to the fall of silver. They are disposed, too, to take a somewhat pessimistic view of the prospect of the former flourishing condition of the trade being restored in the near future. Under these circumstances, says the *Asahi*, the Mitsui Bussan Kaisha has decided to largely reorganise its business. A number of aged and inefficient employees have been discharged during the past few weeks, and it is only hesitating to make a more sweeping clearance at one blow by the fear that some of the discharged employees might endeavour to injure the business by leaking their knowledge of the Kaisha's weak points. Messrs. Masuda, Iida, Yamamoto, and other leading officials of the head office are, however, determined to proceed with the discharge of superfluous and incompetent employees at any cost in order to effect a curtailment of expenditure. The Kaisha will at the same time close some of its branches and agencies.

The *Asahi* adds, however, that Mr. Iida states that the unsatisfactory condition of the trade with China is not the sole cause of the proposed changes. The Kaisha lost some money through the failure of Tung Siang-wu at Inkao last winter, but its branches at Shanghai, Hankow and Tientsin have suffered very little. The reorganisation, indeed, is not to be confined to the branches and agencies in countries having a silver standard, but is to be extended to the Kaisha's agencies throughout the world. The *Asahi* also states that for the above-mentioned reasons the Kaisha did not engage any of the young men who graduated this season from the schools and colleges, a circumstance which caused much consternation among the students. In conclusion, the *Asahi* says that the reorganisation will be set about in earnest when Mr. Yamamoto, Director of the Kaisha, who is now negotiating the conditions of his return to Tokyo, returns to Tokyo, which will be about the middle of the present month.—Kobe Herald.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

MEN-OF-WAR ANCHORAGE AT SHANGHAI.

AMERICA'S REQUEST REFUSED.

[By courtesy of the "Shung Po."] Peking, 11th May.

The United States Government has requested that an area be allotted on the river, at Shanghai, as an anchorage for the warships of the U.S. Navy.

The Waiwupu strenuously opposes the granting of the request.

CHINA'S CURRENCY.

CONFUSION WORSE CONFOUNDED.

[By courtesy of the "Shung Po."] Peking, 11th May.

The Grand Councillors held a conference on the 9th inst., when it was decided to mint one-tael silver pieces for the currency of China.

THE EMPEROR'S ILLNESS.

HIS MAJESTY'S CONDITION IMPROVING.

[By courtesy of the "Shung Po."] Peking, 11th May.

The Emperor's condition is improving. The attack of gout, from which His Majesty has been suffering, is not so troublesome.

THE RISING IN YUNNAN.

VICEROY TO LEAD THE TROOPS.

[By courtesy of the "Shung Po."] Peking, 11th May.

The rebel Sun [Dr. Sun Yet-sen?] attacked and captured the city of Hokow, in Yunnan province.

In yesterday's telegram it was reported that Lau Chun-lam had been appointed to the command of the Government forces, but as that general is some distance off and may be some time in arriving to give battle to the insurgents, a special decree has been issued directing His Excellency Sik Leung, Viceroy of Yunnan, to lead the troops in person.

All the arms and ammunition required for the expedition will be supplied from Kiangsu and Hupeh. The money for the disbursements of the troops will be provided by the Board of Revenue.

The edict further commands that the two regiments under Pak Kam-chi and Leung Chi-kong should proceed with all haste to attack the insurgents.

IMPERIALISTS' VICTORY.

[By courtesy of the "Shung Po."] Peking, 11th May.

On the 9th inst., His Excellency Viceroy Sik Leung, of Yunnan, sent a telegraphic memorial reporting a great victory by the Eastern and Western Divisions of the Imperial Forces against the rebels.

SHIPPING AND MAILES.

MAILS DUE.

English (*Deia*) 13th inst. 7 a.m.

German (*Prinz Heinrich*) 19th inst.

German (*Prinz Eitel Friedrich*) 19th inst.

The Boston S. S. Co.'s s.s. *Shawmut* arrived at Kobe to-day.

The H. A. L. s.s. *Lynah* left Hongkong 10th inst. a.m. and may be expected here on 17th inst. p.m.

The C. P. & Co.'s s.s. *Empress of Japan* arrived at Nagasaki at 5.30 a.m. on 10th inst. and left again at 11 a.m. same day, for Yokohama where she is due to arrive at 5 p.m. on 11th inst.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

A SHANGHAI MYSTERY.

ASSISTANT PAYMASTER, H.M.S. "KING ALFRED" MISSING.

[From Our Own Correspondent.]

Shanghai, 12th May, 12.55 p.m.

Mr. Turner, assistant paymaster, H.M.S. *King Alfred*, went ashore at Woosung on the 8th inst. He has since disappeared. No trace of the missing gentleman can be found.

[Herald's.]

The Arrest of Prince Eulenberg. London, 10th May. Bail of Mks. 500,000 has been refused.

The Indian Frontier.

General Willcocks, with two Brigades, has been ordered to proceed immediately against the Mohmands, in view of the failure of the Jirgah.

The Suffragettes.

The Suffragettes, with a clanging railway bell, and escorted by a crowd of men, again disturbed Mr. Churchill's open-air meeting. Mr. Churchill appealed to his workmen to permit the meeting to be broken up by roughs, and said that if intolerable tactics continued it would be necessary to meet force with force.

Later.

Election of Mr. Churchill.

The result of the bye-election of Mr. Churchill for Dundee is, Mr. Churchill 7,079 votes against Mr. Baxter (Unionist) 4,370.

Railways in Turkey.

Engineers to survey the ground for the construction of the Uvac-Mitrovitza Railway have started with three squadrons of Turkish cavalry to maintain order.

GYMKHANA NOTES.

The ensuing Gymkhana looks very promising from a racing point of view. A lot of new blood has been entered and several of the cracks are under a cloud (or supposed to be). The improvement in the Dryad stable is very pronounced and it should not be at all surprised to see them carry off the majority of the events. The time for the past ten days are very interesting and may prove instructive to followers of form on paper.

Tuesday, 5th May.

Rubber Tree (G.W.G.) 1 mile 2'17 last 32.
Baluchi Chief (G.W.G.) 1 mile 2'17 last 32.

3'15.
Hampstead (G.W.G.) 1 mile 2'22 last 34.
Shirbeck (G.W.G.) 1 mile 2'22 last 33.
Bankia Rose (H.A.S.) Eglinton (H.R.G.) 1'40 last 33.

Wednesday, 6th May.

Homocoe (R.F.C.M.) 1 mile 2'18 last 32.
Astral (F.H.M.) 1'41 304.
Sofrao Rose (F.H.M.) 1 mile 2'21 34.

Thursday, 7th May.

Rubber Tree (G.W.G.) 1 mile 2'21 31.
Bankia Rose (H.A.S.) Kirkmichael (G.W.G.) 1'41 32.

Baluchi Chief (G.W.G.) 1'40 31 1/5.
Eglinton (H.R.G.) 1'40 31 1/5.
Pine Tree (W.G.C.) 1 mile 1'42 last 32.
Grey Tick (W.G.C.) 1 mile 2'1 last 33.

Tuesday, 12th May.

Baluchi Chief (G.W.G.) 1 mile 1'41 31 2/5.
Eglinton (H.R.G.) Kirkmichael (G.W.G.) 1 mile 2'17 last 32.

Shirbeck (G.W.G.) 1'43 last 30 7/5.
Coombes (West) 1'36 last 30 1/5.
Grey Tick last 1'36 last 30 1/5.

Pine Tree (A.G.C.) 1'36 last 31 3/5.
Seringapatam (W.S.O.) Chota Sahib (W.G.C.) Lockdown poked 1 mile 1'40.

Seringapatam won by a head.
Homocoe (R.V.O.M.) 1 mile 2'23 last 34.
Rubber Tree (G.W.G.) 1 mile 2'23 last 33.

Bankia Rose (H.A.S.) last 2'23 33.
Chantier (G.F.C.M.) 1 mile, Hilari (H.R.G.) last 2'19 last 32 1/5.

GYM.

LEGISLATIVE COUNCIL.

A meeting of the Legislative Council will be held on Thursday next at 2.30 p.m. — BUSINESS.

1. Financial minutes. (Nos. 19 to 23.)
2. Report of the Finance Committee. (No. 7.)
3. Amendment of Basement By-laws.

ORDERS OF THE DAY.

First reading of a Bill entitled an Ordinance to extend the provisions of The Liquor Licenses Ordinance 1898 and to provide for the grant of brewery licenses.

First reading of a Bill entitled an Ordinance to amend The Evidence Ordinance, 1889.

First reading of a Bill entitled an Ordinance to prohibit the exportation of prepared opium to China.

First reading of a Bill entitled an Ordinance to provide for the registration of chemists and druggists and to regulate the sale of poisons.

Second reading of a Bill entitled an Ordinance to amend the Public Health and Buildings Ordinance, 1903, and the Public Health and Buildings Amendment Ordinance, 1903.

C. CLEMENTI, Clerk of Council.

A meeting of the Finance Committee will be held immediately after the Council.

The Opium Question.

INFORMATION DESIRED.

HON. MR. MURRAY STEWART'S QUESTIONS.

At the meeting of the Legislative Council on Thursday, the Hon. Mr. Murray Stewart will ask the following questions:

1. Is it true that His Majesty's Government has announced in the House of Commons an intention of issuing immediately to the Government of this Colony orders to close all opium houses forthwith?

2. Did the Imperial Government communicate this intention to the Colonial Government before making the announcement? If so, how long before? and why was information of such capital importance to the Colony withheld from members of this Council?

3. Has the Government now any explanation to offer, or any information to impart, on this subject?

THE YAKA LOTTERY.

A SYDNEY VIEW.

The Sydney Evening News says:—It is cabled that the merchants of Hongkong are indignant at the proposal of the Japanese cotton spinners to insert lottery tickets in bales of goods—all for the good of trade. It does not appear whether the protest is due to moral fervour, or the fear of commercial rivalry, but no doubt the latter element has no inconsiderable weight. The unregenerate nature of man—dearly loves a gamble and as China is mostly peopled by those whom Bishop Heber so comprehensively described as "the heathen in their blindness" it is evident that lottery tickets might be adroitly used for the purpose of stimulating business. When East meets West, under these circumstances, the West inclines to get much the worst of it. Although Kipling's soldier maintained that "there ain't no ten commandments" east of Suez, yet the Westerners cannot reply effectively and openly to the lottery ticket method, however dearly some of them might like to do so. It is hardly likely that a mere protest would much effect in hindering circulation of the Japanese lottery ticket as a bid for business, but its effectiveness would soon be greatly discounted by the promptitude with which the folk in China would enter into competition. The Japanese cannot teach the Chinese anything about lottery tickets.

DANISH EAST-ASIAN COMPANY.

The gross earnings of the East Asiatic Company, of Copenhagen, in the year 1907 amounted to 9,173,113 kroner, against 9,904,455 kroner in 1906; the dividends from shares in other Companies totalled up to 347,338 kroner, and 430,346 kroner were brought forward from the previous year's surplus. The write-off is 624,693 kroner, and the dividend is 8 per cent, against 11 per cent. for 1906 and 8 per cent. for each of the two preceding years. After remarking upon the difficulties which all owners had to contend with last year in the way of higher cost of materials and the general increase of expenses, the directors state that in the course of the year a convention was concluded with the Swedish East Asiatic Company with reference to the East Asiatic traffic, and it is also mentioned that the Company has established a monthly steamship service from Copenhagen, Middlesbrough, and Antwerp to the Straits Settlements and Bangkok, with calls at Java by home-coming steamers. At first the Company had to reckon with the competition of the so-called Java Conference, but was eventually admitted into that combination on friendly terms. This service has greatly increased the volume of the exportation of products from those localities. The Company also maintains a monthly service to the West Indies from Copenhagen, and business was very active last year on that route. It is further mentioned that, in conjunction with the South African Trading Co., the voyages to South Africa and back to Europe have been extended to India. Several outside boats had to be chartered in order to maintain the regularity of the Company's service to Eastern Asia. The five new steamers mentioned in the last report as being under construction were duly delivered last year, and another six besides, for the Malacca coastal service, for which also one more boat has been ordered. Good results were achieved by the Bangkok commercial branch, abundant supplies of timber from the forests being a special feature. The Malacca coastal service worked very satisfactorily, and besides this service the Company has started a mail, passenger, and cargo line on the east side of the Gulf of Siam, subsidised by the Siamese Government. Heavy purchases of products were effected by the Singapore commercial branch, and the laying down of Indian rubber plantations was continued; near Tringau, on the Malacca Coast, a cocoa plantation of 3,000 acres was also laid down. The trade done by the agencies in North China and Siberia was satisfactory. At Colombo the Company participated in the foundation of the Continental Trading Company, the object of which is to increase the import and export trades to and from Ceylon and to protect shipping interests. The branch at St. Thomas supplied 32 steamers with coal. A Portland cement factory has been erected at Nordsundby, and work will be commenced there this spring. Further, the report states that some shares in the Tr. Kompagni have been taken up; that the petroleum tanks erected in Copenhagen harbour for foreign account have been acquired by the Company; and that a contract has been concluded for a long term of years for the supply of crude oil from Bornoe, to be transported to the Company's boats. The reserve fund amounts to 3,660,000 kroner, and a balance of 418,865 kroner is carried forward to the new account. The capital invested in outside Companies amounts to 4,116,664 kroner, and the book value of the fleet is 10,704,393 kroner.

CHARTERED BANK.

DIRECTORS' ANNUAL REPORT TO THE SHAREHOLDERS.

The following, signed by Mr. Cahen Lewis and Mr. T. H. Whitehead, joint managers, is the annual report of the Directors of the Chartered Bank of India, Australia and China, which was submitted to the forty-fourth ordinary general meeting of the shareholders on April 15:

The Directors have now to submit to the shareholders the balance-sheet and profits and loss account of the Bank for the year ended December 31 last.

These show a net profit, after providing for bad and doubtful debts of £361,551 14s. 9d., inclusive of £93,369 8s. 6d. brought forward from the previous year. The interim dividend at the rate of thirteen per cent per annum, paid in October last on the old shares, absorbed £52,000, and a further sum of £18,000 has been appropriated to pay a bonus of ten per cent on the salaries of the staff. The amount now available is, therefore, £391,551 14s. 9d., out of which £17,064 4s. 7d. has been appropriated in payment of interest on the new capital to December 31, 1907, and the Directors propose to pay a final dividend on the old shares at the rate of fifteen per cent per annum, making fourteen per cent for the whole year; to add £50,000 to the Reserve Fund, which will then stand at £1,535,000; to add £10,000 to the Officers' Superannuation Fund; to write off Premises Account £25,000; and to carry forward the balance of £119,483 10s. 2d.

It is with deep regret that the Directors have to announce the death of their esteemed colleague, Mr. Jasper Young.

Mr. Thomas Cuthbertson, of Messrs. Edward Boustead and Co., London, has been elected a Director, and the shareholders are now requested to confirm his election.

Sir Alfred Dent, K.C.M.G., and Mr. Thomas Cuthbertson, the Directors who now retire by rotation, present themselves for re-election.

The Auditors, Mr. Maurice Nelson Girdlestone and Mr. Magnus Mowat, again tender their services.

MUTINY ON JAPANESE SHIP.

CAPTAIN ASSAULTED AT PULAU BUKOM.

Information was received by the police authorities, yesterday morning, reports the Singapore Free Press of 6th inst., to the effect that a mutiny had occurred on board the Japanese steamer *Fumi Maru*, which was lying at the wharf at Pulau Bukom. It was stated that the Captain had been stabbed and was a prisoner in his cabin.

When this news was received, Mr. E. A. Gardiner, the Chief Police Officer, immediately instructed Captain Dewar and a posse of European police to proceed with all haste to the scene. The harbour department's fast launch *Gweneth* was placed at the disposal of the police and they lost no time in starting.

Captain C. Mori of the *Fumi Maru* was found seeking shelter in the house of a European at Pulau Bukom. He had been assaulted severely. It appears that on Monday night the engine room staff mutinied and struck the Captain. They wanted to return to Japan and this was against the orders of Captain Mori. The Captain's "boy" and the cook and cook's mate went to the assistance of the master and were also assaulted. The Captain escaped ashore.

No resistance was offered to the police when they boarded the vessel. Ten of the engine room staff were placed under arrest and were brought to Singapore. It is probable that they will appear at the police court to-day.

The *Fumi Maru* is a vessel of 2,079 tons and has a crew of 40 men. Her owner is H. Migami. She has a cargo of 1,500 tons of kerosene oil on board and is bound for Saigon. The vessel arrived at the wharf at Pulau Bukom on Sunday from Singapore. She recently arrived here from Fongkalan Seseo.

The police authorities communicated with the Japanese Consul yesterday afternoon.

CHINESE MINISTER AT THE VAGABOND CLUB.

His Excellency the Chinese Minister, Lord Li Ching-fong, was the principal guest at the ladies' dinner of the New Vagabond Club at the Criterion Restaurant, on 8th ult. Lady Darling was the hostess, and Mr. Justice Darling presided over a large gathering, which included Mr. Ivan Oen (First Secretary, Chinese Legation).

After the toast of "The King" had been honoured Sir Charles Darling proposed "The Guest of the Evening," and said that as every member of the club had been to China there was no need for him to describe the country. There were no fog in China, but like England, there were too many English there. There was also a large number of missionaries there. All these people were rapidly disappearing under the influence of opium, but as the use of that drug was about to be prohibited it was probable that the English in China would vastly increase. Members of that club called themselves vagabonds, and he knew that many of them were people who had no prejudice in favour of one place more than another, they would drink with enthusiasm the health of the representative of China. (Cheers.)

The Chinese Minister, in reply, said that he understood that the object of the club was to introduce rising authors to the world. At one time authors were not regarded with favour in England because they were so fond of the sup. (laughter)—but now they were as prominent in the social world as in the world of letters. In China they had great respect for authors. He (the Chinese Minister) suggested that the club should extend its vagabondage and try to draw all the authors of the world together. When that time came there would be nothing in the world but universal peace and the new could be fully developed. (Cheers.) An enthralling meal followed.

SHIPMASTER'S RESPONSIBILITY.

DRUM V. THE KING (ON THE PROSECUTION OF THE OPIUM FARMER).

Before the Judicial Committee of the Privy Council, (present—The Lord Chancellor, Lord Ashbourne, Lord Macgibbon, Lord Robertson, Lord Atkinson, and Lord Collins) this case was decided on 2nd ult. It was a petition for special leave to appeal from a judgment of the Supreme Court of the Straits Settlements of Dec. 19 last.

The petitioner, Captain Bruhn, master of the North German Lloyd steamship *Devonport*, was, on July 19 last, convicted, at a Singapore police-court, and fined \$2,000 for importing chandu. That conviction was affirmed on appeal by the Supreme Court of the Straits Settlements. The principal points sought to be raised on the petition were:—(a) What constitutes "the use of a ship for the importation of opium or chandu" within the meaning of that section, so as to render the master liable; and (b) how far evidence that opium or chandu has been found on board compels the Court to convict the master, when the master and owners are ignorant of its existence on board and are proved to have taken every reasonable precaution against its being there?

Mr. Danckwerts, in supporting the petition, said, after the vessel had left Swatow she was twice searched by the officers of the ship and no opium or chandu was discovered. The North German Lloyd Steamship Company were very strict in the observance of the regulations as to opium, especially as their vessels trading in the Far East had in part Chinese crews and carried Chinese passengers.

At Singapore the opium farmer received permission to search the ship but found nothing. Next day a second search was made, and in a lifeboat, hanging over the side of the vessel, a quantity of chandu was found under a seat plank, which had to be unscrewed to discover it. There was no proof that the chandu was not deposited in the lifeboat while the vessel was in the harbour, and it was somewhat remarkable that those conducting the second search went straight to the lifeboat and made the discovery immediately. The master and officers were entirely innocent of any knowledge that the chandu was there or of how it got there. It was too much to say that because some unauthorized person "on board chose to secrete or to have under his control an amount of opium in excess of the infinitesimal amount per head allowed to the Chinese sailors and passengers between port and port, the master was liable to heavy fine. The questions of law involved in the case were of great general interest to the shipping community in the Far East.

The Lord Chancellor said their Lordships would humbly advise His Majesty that special leave to appeal should be granted on the usual conditions.

SHANGHAI RACES.

SECOND DAY.

The N. C. D. News of 6th inst. says:—The second day of the Spring Meeting was also attended by delightful weather. It was slightly hotter in the sun than on Monday, but a soft breeze from the south kept away all traces of heat during the afternoon and made promising pleasant and in the pavilions it was temperate. Across the course the vista was particularly clear and it scarcely needed the aid of glasses to follow the varying fortunes of one's choices. During the forenoon the attendance was poor; this was due, probably, to the necessities of mail day. Hitherto the exigencies of business have not been in active conflict with our semi-annual gala; but the unforeseen change in the date of the Siberian mail's dispatch, at a late date, was responsible. After fifteen the enclosure was crowded and during the intervals between races the lawn presented a very gay, pretty and continually changing picture. Many charming costumes were in evidence, although the varieties of colour and effect were not so marked as is customary at the Spring Races. The Band as usual gave inspiring selections of music, and with the added zest of popular victories and decimated records the meeting is becoming one that ought to be memorable.

The track had lost its under-cushion and was fast and fiery. Nearly all the races were well contested, but no surprise occurred with the exception of Farnham's win in the Derby. Exceptional performances were shown, however, by Heatfield and Temeraire. The former lowered the record for the Race Cup five and three-tenths seconds by running the two miles in 4.66 1/2. In that race, it appeared that Moriaki was out-of-hand, and his lead made the good judgment shown by Heatfield's rider the more noticeable. Temeraire in the Scurry Stakes cut off a fifth from the seven furlongs distance. Of the new ponies Giesler's name stood out prominently, and only his. Left at the post and unable to win through the rock on the first day Giesler was a disappointment, but yesterday he gave two performances that place him among the first four favourites for the Champions to-day. Moriaki's defeat of Brockton was a gallant performance, although the 4th. allowance ought to be responsible for the distance separating them at the winning post. Still, Moriaki was not pushed, and Brockton's mission, no doubt, was to keep the Champions field clear. In this connection, however, last Shanghai Stakes ought not to be forgotten as an index of varying form. Sokol ran splendidly in the second and ninth races. In the former, perhaps, he made his run a little late, but he ought to teach victory to-day.

It is interesting to note concerning the records that every one in the history of Shanghai racing has been established at Spring meetings. This is said to be due to fast tracks; not to the condition of ponies at the end of Shanghai summer.

Notwithstanding the supposed shortage of ready money, support was abundant in all the betting books and there is every prospect of a record sum being at the disposal of the lucky drawer of the Champions. A conservative vein was shown by Despatch (Fortune) yesterday, for several weeks appeared more than on the lottery records.

To-day's Advertisements.

HONGKONG GYMKHANA CLUB.

THE SECOND MEETING of the Season will be held at Happy Valley, on SATURDAY, 16th May, 1908, commencing at 3 P.M.

The Charge of Admission will be \$1.00 for others than Members of the Hongkong Jockey Club or Gymkhana Club.

Soldiers and Sailors in uniform Half-price. The Committee invite the Ladies of Hongkong to be present.

REGINALD F. C. MASTER, Hon. Sec. and Treasurer.

Hongkong, 12th May, 1908.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAITAN"

Capital: J. S. Roach, will be despatched for the above Ports on FRIDAY, the 15th inst., at 12 o'clock A.M.

For Freight or Passage, apply to DOUGLAS LAFRAIK & Co., General Managers. Hongkong, 12th May, 1908.

NOTICE TO CONSIGNEES.

FROM SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship

"GREGORY APCAR,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense into the hazardous and/or extra hazardous godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & CO., LIMITED, Agents.

Hongkong, 12th May, 1908.

THE POSITION OF SILVER.

Discussing the Silver Question the *British Trade Journal* remarks that scarcely a day passes without some variation in the market price of bar silver, and not infrequently the fluctuations are violent. This state of things may suit the big banks and exchange dealers who are able to some extent to anticipate the movements, if indeed they are not frequently responsible for them, but it is demoralizing to regular trade, rendered difficult enough as it is by the changing conditions prevalent in the Far East.

The fact is, for the last ten or fifteen years, silver has had no friends, and while natural conditions of supply and demand have prevented it sinking to the level of the base metals, as was so freely predicted, the next best thing apparently is to discredit it by rendering it unreliable as a medium of exchange.

The steady rise that culminated in the latter half of last year was both resisted and retarded, in marked contrast to all other metals, in which speculation for the rise was carried to excess. True, as a consequence, silver has not had so far to fall, there was no bull account of any magnitude to liquidate, though the bears went promptly to work the moment the turning point seemed to have been reached. They were encouraged by the cessation of demand from India, which, during several years of prosperity induced by abundant crops and high prices, specially of raw materials like cotton and jute, has absorbed altogether uncalculated quantities of the white metal.

With the cloud of famine once more overshadowing the land, and the sharp fall in value of exportable products, a pause has been necessitated, and the pressure of demand relieved.

There are pessimists who contend there will be no recovery, and that the future course of prices is to be steadily downward, with only occasional and slight reactions. They base their belief to some extent on the promised output of the new mines in the Cobalt district of Canada, but the value of these is still problematical, and, though talked about for a long time, there has been no tangible evidence yet of that overwhelming supply that is to swamp the world. On the other hand, production elsewhere has been stagnant for a number of years, and though at the time of the American crisis in 1893 this was considerably in excess of real requirements, the latter have steadily increased, despite all the schemes of demonetization that have been adopted. It is one thing to place silver officially outside the pale of legal money, and quite another to abolish its use for that purpose. The United States were supposed to have done with it when the Sherman Act was repealed. For some time they have been coining it at the rate of about \$5,000,000 per annum, to meet the pressing demands of the public for small coinage. Japan, Mexico, and the Philippines have in succession discarded it, only to discover that the more highly favoured gold is quite useless as money. These countries having established a coinage on the supposition that silver will never again rise above the equivalent of 32d. per ounce, ran serious risk of having their metallic money swept away altogether, when quite recently that figure was reached. But just as efforts in the past to stem a natural decline by artificial remedies and legislative treatment utterly failed, so it will prove equally futile to resist an upward movement brought about by legitimate expansion of trade and coinage. As with its thousand millions of people, will eventually have more to say on the matter than all the economists and statesmen of Europe and America.

Intimations.

"VICTOR" TALKING MACHINES

EASY TERMS.

YOU CAN PURCHASE AT

\$5 PER WEEK.

WHY BE DULL?

Caruso to thrill you.

Scotti to excite you.

Plançon to astound you.

Melba to enrapture you.

Patti to delight you.

Tetrazini to charm you.

Harry Lauder to amuse you.

Dan Leno to humour you.

Gus Elen to beguile you.

Geo. Robey to entertain you.

Will Evans to enliven you.

Souza's Band to rouse you.

10,000 Records to choose from. Call and hear them at the

ROBINSON PIANO Co., LIMITED.

Hongkong, 12th May, 1908.

135

PEAK TRAMWAYS COMPANY LIMITED.

LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 9.30 a.m. Every 10 minutes.
9.30 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 15 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 15 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m. 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

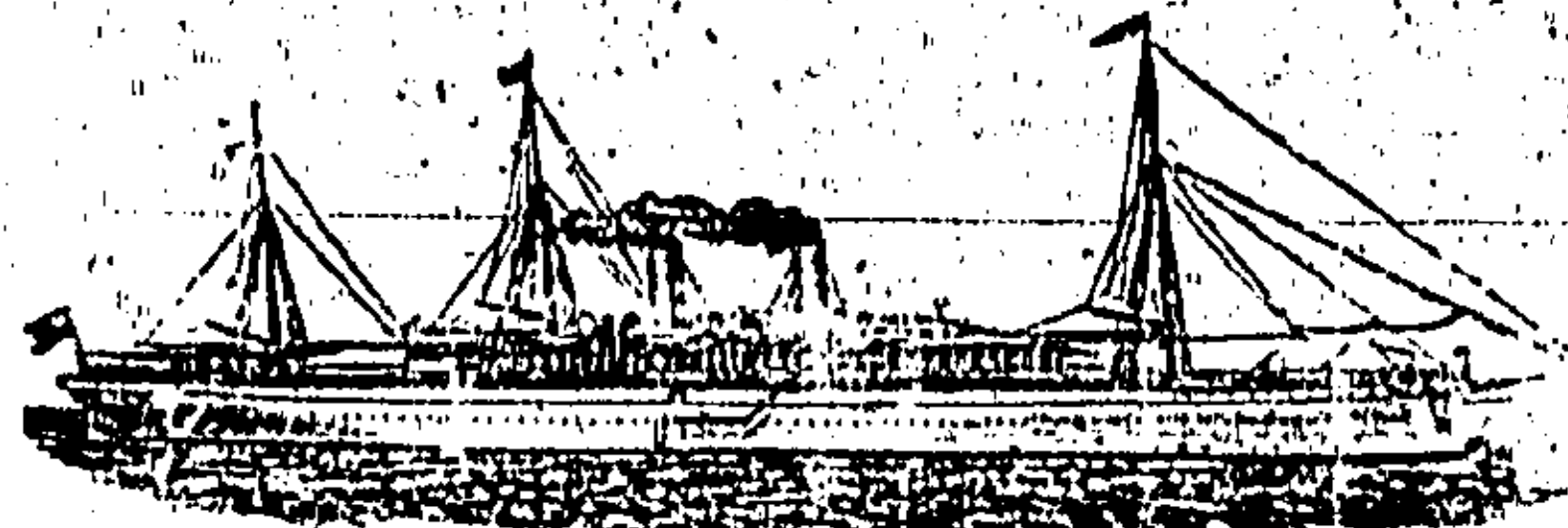
8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 15 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 12.00 noon. Every 15 minutes.
12.00 noon to 1.00 p.m. Every 15 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS on Week Days.

SATURDAY.

Extra cars at 3.15 p.m., 11.30 p.m. and 11.45 p.m.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days Ocean Travel.

11 Days YOKOHAMA to VANCOUVER. 18 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS.	Tons	Leave Hongkong	Arrive Vancouver
"GLENFARG"	3,700	WEDNESDAY, May 20th	June 18th
"EMPRESS OF CHINA"	6,000	THURSDAY, June 4th	June 22nd
"EMPRESS OF INDIA"	6,000	SATURDAY, June 13th	July 4th
"LENNOX"	3,700	THURSDAY, June 18th	July 17th
"EMPRESS OF JAPAN"	6,000	SATURDAY, July 4th	July 25th
"MONTEAGLE"	6,163	SATURDAY, July 11th	Aug. 4th

S.S. "LENNOX" and "GLENFARG" are Freighters only and do not carry Passengers. "EMPRESS" steamships depart from Hongkong at 4 P.M., S.S. "MONTEAGLE," "LENNOX" and "GLENFARG" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, HAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., and at QUEBEC, with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 32 days, from YOKOHAMA, and 29 days from HONGKONG.

First-class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent.

R.M.S. "MONTEAGLE" carries "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Pender Street and Praya.

Hongkong, 5th May, 1908.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION).

TIENTSIN V. SWATOW & CHEFOO, CHU SHING* WED'DAY, 13th May, Noon.

SHANGHAI, CHU SHING* WED'DAY, 13th May, 4 P.M.

SHANGHAI, CHU SHING* FRIDAY, 15th May, 4 P.M.

SHANGHAI, CHU SHING* MONDAY, 18th May, Noon.

SHANGHAI, CHU SHING* FRIDAY, 22nd May, 4 P.M.

SHANGHAI, CHU SHING* WED'DAY, 27th May, Noon.

RETURN TOURS TO JAPAN.

The steamers Kulsang, Nanking and Fukang leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Island S.S.) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yantai, Chefoo, Tientsin & Newchwang.

Taking Cargo on through Bills of Lading to Kuantan, Labad, Datu, Simprasa, Tawau, Uaukan, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LD., General Managers.

Telephone No. 61. Hongkong, 12th May, 1908.

CHINA NAVIGATION CO., LIMITED.

FOR SYDNEY AND MELBOURNE, (Calling at Timor, Port Darwin, and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

FOR LONDON, HAMBURG AND ANTWERP.

THE Steamship "DENEIGHSHIRE" will be despatched for the above Ports, on or about TUESDAY, the 19th inst.

For Freight or Passage, apply to SHEWAN, TOMES & CO., Agents.

Hongkong, 8th May, 1908.

FOR SYDNEY AND MELBOURNE, (Calling at Timor, Port Darwin, and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

FOR LONDON, HAMBURG AND ANTWERP.

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Hongkong, 8th May, 1908.

FOR SYDNEY AND MELBOURNE, (Calling at Timor, Port Darwin, and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

Shipping—Steamers.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUZ CANAL. (With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK. S.S. "SATJUMA" ... 14th May, 1908.

For Freight and further information, apply to DODWELL & CO., LIMITED, Agents.

Hongkong, 29th April, 1908.

FOR SAN FRANCISCO.

THE Steamship "CLAN MACMILLAN" will be despatched for the above Ports on FRIDAY, 15th inst., at 5 P.M.

For Freight, apply to S. JEWAN, TOMES & CO., Agents.

Hongkong, 11th May, 1908.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA, VIA MOJI, KOBE AND YOKOHAMA.

Steamer Tons Captain Sailing

Kumari 6,232 Cowley 16th May 1908.

Shawmut 9,666 E. V. Roberts 6th June.

Tremont 9,666 W. T. Garlick 1st July.

Saville 6,232 Shotton 14th July.

CHEAP FARES, EXCELLENT ACCOMMODATION. ATTENDANCE AND COUSINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. Shawmut and Tremont are fitted with very superior accommodation for first and second class passengers.

The large size of these vessels ensure steadiness at sea. Electric fan in each room. Barber's shop and steam-laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to DODWELL & CO., LIMITED, General Agents.

Queen's Buildings, Hongkong, 4th May, 1908.

"SHIRE" LINE OF STEAMERS, LD.

FOR LONDON, HAMBURG AND ANTWERP.

THE Steamship "DENEIGHSHIRE" will be despatched for the above Ports, on or about TUESDAY, the 19th inst.

For Freight or Passage, apply to SHEWAN, TOMES & CO., Agents.

Hongkong, 8th May, 1908.

FOR SYDNEY AND MELBOURNE, (Calling at Timor, Port Darwin, and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

FOR LONDON, HAMBURG AND ANTWERP.

THE Steamship "DENEIGHSHIRE" will be despatched for the above Ports, on or about TUESDAY, the 19th inst.

For Freight or Passage, apply to SHEWAN, TOMES & CO., Agents.

Hongkong, 8th May, 1908.

Shipping—Steamers.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICA and SOUTH AFRICAN PORTS.)

THE Steamship "OCEANA." Captain W. Hayward, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 16th May, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. India, 4,000 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. Persia, due in London on 28th June, 1908.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to F. J. ABBOTT, Acting Superintendent.

Hongkong, 2nd May, 1908.

Intimations.

MUSIC LESSON.

LESSONS in Violin, Mandoline and Guitar at pupil's residence.

Evening engagements for Dances and Concerts.

Apply to E. J. LOPES, C/o Hongkong Telegraph Office.

Hongkong, 9th March, 1908.

FABST BREWING COMPANY, MILWAUKEE.

FRESH SUPPLIES.

ALWAYS KEPT IN STOCK BY SIEMSEN & Co., Agents for HONGKONG & SOUTH CHINA.

Hongkong, 29th July, 1907.

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT.

Stores will be Open at A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

WM. PARLANE, Manager.

Hongkong, 22nd June, 1907.

JAPANESE MASSAGE, F. KAWASAKI.

GRADUATE OF KOBE MASSAGE SCHOOL, No. 36c, PRAYA EAST, WANCHAI, HONGKONG, Telephone 564.

EFFECTIVE TREATMENT OF BERT-BERT AND RHEUMATISM.

Attendance at Patient's Residence. Hongkong, 2nd May, 1908.

A WONDERFUL DISCOVERY.

This is the result of research and experiment, when the nature of the disease is understood, been used in the treatment of many cases of Rheumatism, Sciatica, Gout, and other diseases, and has been found to be a most effective remedy.

THE THERAPION.

This preparation is a most valuable one of the most genuine and reliable Patent Medicines ever introduced, and has been found to be a most effective remedy.

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HONGKONG AVERAGE MARKET PRICES.

Corrected 9th May, 1908. per 5 Mds.

BUTCHER MEAT.

Beef sirloin & prime cut—Mei Lung Pa B.

Comed—Ham Ngau Yuk.

Roast—Shiu.

Breast—Ngau Lam.

Soup, Tung Yuk.

Steak—Ngau Yuk Pa.

Sirloin—Ngau Lau.

Sausages—Ngau Yuk Chung.

Bullock's Brains—Know, per set.

Tongue fresh—Ngau Li.

Comed—Ham Ngau Li.

Head—Ngau Tau.

Heart—Ngau Sum.

Hump, Salt—Ngau Kin.

Feet—Ngau Kook.

Kidneys—Ngau Yiu.

Tail—Ngau Mei.

Liver—Ngau Con.

Tripe (undressed)—Ngau To.

Calves' Head and Feet—Ngau-chai.

Mutton Chop—Yeung Pai Kwat.

Leg—Yeung Poi.

Shoulder—Yeung Shau.

Pigs' Chidings—Chi cheong.

Brains—Chi Know.

Feet—Chi Kook.

Fry—Chi Chak.

Head—Chi Tau.

Heart—Chi Sum.

Kidneys—Chi Yiu.

Liver—Chi Kon.

Pork, Chop—Chi Pai Kwat.

Comed—Ham Chau Yuk.

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Kidneys—Chi Yiu.

Liver—Chi Kon.

Pork, Chop—Chi Pai Kwat.

Comed—Ham Chau Yuk.

TO-DAY'S EXCHANGE.

4 months' sight L/C	109 7/16
6 months' sight L/C	109 9/16
30 days' sight San Francisco & New York	43
4 months' sight do.	44 1/2
30 days' sight Sydney and Melbourne	110 1/16
6 months' sight France	2 25/8
6 months' sight	2 27/8
4 months' sight Germany	1 15/8
Bar Silver	24 3/16
Bank of England rate	3 %
Sovereign	51 25/8

To-day's quotations are as follows: —	
Malwa New	Per picul @ 970/980
" Old	@ 980/1,020
" Older	@ 1,020/1,060
" Oldest	@ —
Per chest	
Malwa New	@ 1,210
" Old	@ —
Benares New	@ 1,160
" Old	@ —
Persia (Paper)	@ —

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:—
On the 12th at 11.55 a.m.—The barometer has risen considerably over China, W. Japan and the Loochoos.
Pressure is now high over Central China. It remains in defect over Central and S.E. Japan.
Moderate to fresh N.E. and E. winds may be expected in the Formosa Channel and the N. part of the China Sea.
Hongkong Rainfall for the 24 hours ending at 10 a.m., to-day, 0.07 inches.

- 1.—Hongkong and Neighbourhood, E. winds, moderate to fresh; fair.
- 2.—Formosa Channel, N.E. winds, moderate to fresh.
- 3.—South coast of China between Hongkong and Lamoeks, same as No. 1.
- 4.—South coast of China between Hongkong and Hainan, same as No. 1.

Arrivals.

Clearances at the Harbour Office

Fri. for Canton.
Fort Dildasickien, for Hainow.
Tampo Maru, for Shanghai.
Higer, for Bangkok.
Felko, for Saigon.
Cheowtat, for Bangkok.
Toonaa, for Shanghai.
Scandia, for Shanghai.
Wakamiya Maru, for Singapore.
Kamohara Maru, for Singapore.
Taming, for Manila.
Haiching, for Swatow.
Chentaboon, for Bangkok.
Hokking, for Kwong-chow-wan.

Per *Kusuma Maru*, from Japan for Hongkong.—Mrs. M. Sakai, Misses Y. C. Cook, D. Trenchard and H. Kurushimo, Messrs. J. Barr, R. Noe, and Sai-Gaiji. For Manila.—Capt. and Mrs. L. B. Kromer, Mr. and Mrs. N. Inouye, Mr. and Mrs. S. Miyasaki, Mrs. W. Elliott, Mrs. D. Luade, Miss A. Elliott, Major C. P. Silvest, Messrs. Stone, R. Adams and F. Fukuda. For Townsville.—Mr. F. Walker. For Brisbane.—Misses D. Campbell, B. Cadell, D. Mcleod, H. S. White and B. E. White. For Sydney.—Mr. and Mrs. W. J. Robert, Mrs. Compere, Master W. Compere, Messrs. A. H. Baird, S. Horsey, A. H. McNeill, and G. W. Book. For Melbourne.—Mr. F. Fraser.

Per *Gregory Aparca*, from Japan.—Misses

Passengers departed:

Per *Ernst Simons*, for Shanghai, &c.—
Messrs. Cameron, Louis Emile, J. M. Milne,
Londos, Mr. and Mrs. Prusost and baby, Mr.
and Mrs. Bidel, Mr. and Mrs. Gouyet and
baby, Mr. and Mrs. Gruchin, Messrs. Chee-
lad, Richer, Wencel, Decamp, Bruison, Vidal,
S. Alphousi, Delake, D. Mondon, W. E. Fieole,
Shafi, Jasson, Dunak, Auton de Ruffe, Barry and
boy, W. Bienn, R. D. Warburg, S. Weinmaki,
Gomi, Clavehoff, Tichet, Mr. and Mrs. Yamato,
Mr. Taketada, Mrs. Luff, Messrs. Dopschthal,
Pauland, Major Hussey, Captain Burimwall,
Messrs. Kée, H. B. S. Jacob, U. Jungmann, Dr.
E. Laurent, Mrs. L. Chambon, J. Roberts, P.
N. Mehta, J. Ribeiro, C. Ramos, Mahien, Garry,
Mrs. Eagling, Mrs. Robin, Mr. and Mrs. M.
Wal.

Str. *Zafiro*, from Manila :—Light to moderate W.S.W. to N.W. wind, smooth sea, fine clear weather.

Str. *Hong Die*, from Singapore :—Had fine weather throughout with light S'ly winds to 50 miles from Gap Rock, thence to port moderate N'ly winds.

STEAMERS.

Asia, Br. s.s., 4,975, Harry Gaukroger, 5th May,—San Francisco 7th April, via Honolulu 14th, Yokohama 27th, Kobe 28th, Nagasaki 30th, and Shanghai 3rd May, Mails and Gen.—O. & O. S. S. Co.

Capri, Ital. s.s., 2,718, P. Dominico, 6th May,—Bombay 17th April, and Singapore 30th, Gen.—C. & Co.

Chunssang, Br. s.s., 1,356, Sawyer, 6th May,—Sourabaya 26th April, Sugar.—J., M. & Co.

Leertes, Br. s.s., 3,012, Frampton, 30th April.—
Saugon 2nd April, Rice and Dried Fish.
—Wo fat sing.

Locksoun, Ger. s.s., 1,020, W. Taubert, 5th
May.—Bungkok 3rd May, Rice.—B. & S.

Nanshan, Br. s.s., 1,122, Jones, 11th May.—
Saugon 2nd May, Rice.—B. & Co.

Nord, Nor. s.s., 730, G. Haraldsen, 10th May
—Hongay 6th May, Coal.—Aagaard
Thoresen & Co.

Onsangs, Br. s.s., 1,787, R. Cox, 30th April.—
Singapore 23rd April, Gen.—J. M. & Co.

Paklat, Ger. s.s., 1,018, F. Wenzel, 11th May
—Bangkok and Swatow 10th May, Rice
Salt and Teakwood.—B. & S.

Perma, Br. s.s., 2,744, A. Dixon, 11th Jan.,
San Francisco 7th Dec., and Portland, O.

Wallem & Co.
Taikosan Maru, Jap. s.s., 3,717, 1. Fukuri, 31
May.—Kutchinozu 21th April, Coal.—
B. K.
Telemachus, Br. s.s., 1,340, J. Williamson, 6
May.—Saigon 1st May, Gen.—Wo F
Seng.
Tjikini, Dut. s.s., 2,826, H. Koops, 10th May,
Measener and May, Gen.—C. J. J.
Yuensang, Br. s.s., 1,128, P. H. Rolfe, 10th
May.—Manila 8th May, Gen.—J. M.
Co.
Wakamini Maru, Jap. s.s., 3,427, T. Yam-
waki, 10th May.—Moll 5th May, Gen.—
N. Y. K.
Yawata Maru, Jap. s.s., 3,816, R. Homma, 10th
May.—Melbourne 11th April, and Man-
ila 1st May, Gen.—N. Y. K.



Vessels	From	Agents	Due
Delhi	Singapore	P. & O. Co	May 15
Trieste	Singapore	S. W. & Co	May 15
Aki Maru	Japan	N. Y. K.	May 17
P. E. Friedrich	Japan	M. & Co.	May 19
Prior Heinrich	Colombo	M. & Co.	May 19
Tenyo Maru ..	Japan	T. K. K.	May 21
Manila	Sydney	M. & Co.	May 27

HONGKONG AND WHAMPOA DOCKS.			
Sorsogon	at	Kowloon Dock	
Victoria	91	91	91
Haiphong	91	91	91
Kwong Yuen	91	91	91
Asia	91	91	91
Singap	91	91	91
Lung Hing	91	91	91
Fuime	91	91	91
Tamling	91	Cosmopoliten	91

31st March—*Tunkat*, *Gange*.—3rd April—*Goeben*, *Candia*, *Palwa*, *Yarra*, *Colombo*, *Mary*, *Kawachi*, *Mari*, *Yangtze*. 7th April—*Billen*, *Rickmers*, *Nubia*, *Benary*, *Flinthike*, *S. West*, *Indrauma*, *Worms*, *Ward*, *Winnipeg*. 8th April—*St. Paul*, *Calra*, *Sienlor*, *Tonkin*, *Hotate*, *Muri*, *Pilona*, *Faintoa*, *Agamemnon*. 14th April—*Ching Wo*, *Colombo*, *Mary*, *Kawachi*, *Mari*, *Tunkat*. 21st April—*Andalusita*, *Benlmond*, *Ducallion*, *Ernest Simons*, *Palermo*, *Maria Valere*, *Atholl*, *Indranti*, *Sanuki Mari*, *Kasama*, *Oswaldade*. 24th April—*Auchenarg*, *Grassila*, *Namur*, *Abrahamson*, *Polynesian*, *Hoyner*, *Alfred*, *Wabato*, *Mari*, *Mautila*. 26th April—*Georg*, *Lougior*, *Ospack*, *Prins Eclairich*, *Surgut*. 1st May—*Prinzess Alice*, *Tonkin*, *A. M.*, *Caracorumethre*, *Sado Mori*, *Meteor*. 5th May—*Nippon*, *Billeroppe*, *Zornoza*, *Palma*, *Kostroma*, *Valetina*. 8th May—*Ajak*, *Glenloch*, *Dortmund*, *Sardinia*, *Knutshak*, *Pak Ling*, *Toupsane*.

		May 11th, 1908. a.m.		Bar.	Th.	Hu.	Wind	W.
Vladivostok	7 a.m.	—	—	—	—	—	—	—
Nemuro	5 a.m.	20.89	—	—	—	NE	8	—
Hakodate	"	20.89	—	—	—	—	—	—
Tokio	"	20.79	—	—	—	NW	2	—
Kochi	"	20.64	—	—	—	SW	N	—
Nagasaki	"	20.64	—	—	—	N	6	—
Kagoshima	"	20.64	—	—	—	NW	4	—
Osima	"	20.65	—	—	—	NW	6	—
Naha	"	20.69	—	—	—	NW	6	—
Yokohama	"	20.74	—	—	—	NE	2	—
Beni	"	20.57	—	—	—	SW	8	—
Chaofo	5 a.m.	20.85	50	79	WN	3	—	—
Weihaiwei	"	20.85	52	—	—	—	—	—
Hankow	6 a.m.	20.62	66	89	SW	1	—	—
Kinkiang	"	20.63	65	95	SW	1	—	—
Shanghai	9 a.m.	20.81	71	66	WNW	—	—	—
Gutzlaff	"	20.83	66	95	NW	1	cm	—
Sharp Peak	"	20.85	68	100	—	—	—	—
Amoy	6 a.m.	20.79	74	90	NE	1	—	—
Swatow	"	—	—	—	—	—	—	—
Taihoku	5 a.m.	20.77	—	—	—	R	4	—
Taichu	"	20.76	—	—	—	SE	2	—
Tainan	"	20.78	—	—	—	—	—	—
Koshun	"	20.78	—	—	—	NW	4	—
Pescadores	"	20.75	—	—	—	S	4	—
Canton	5 a.m.	20.86	76	95	W	1	—	—
Hongkong	"	20.84	80	75	W	1	—	—
Victoria	5 a.m.	20.81	—	—	—	NNE	3	—
Gap R.	"	20.81	—	—	—	NW	2	—
Macao	"	20.66	—	—	—	—	—	—
Holow	9 a.m.	—	—	—	—	—	—	—
Peking	"	—	—	—	—	—	—	—
Phukien	8 a.m.	20.88	73	—	—	NE	3	—
Tientsin	"	20.86	82	—	—	—	—	—
C. S. Juncos	"	20.82	84	—	—	SW	3	—
Aperti	6 a.m.	20.81	77	—	—	SW	1	—
Manila	10 a.m.	20.88	90	60	SW	1	—	—
Legaspi	6 a.m.	20.85	75	—	—	—	—	—
Manitob	9 a.m.	—	—	—	—	NNE	1	—
Hilo	"	20.91	86	—	—	S	—	—
Cebu	"	20.9	86	—	—	—	—	—
Labuan	"	20.86	83	—	—	—	—	—

[illegible]

	May 11 th	May 12 th
	(S.A.M.)	(S.P.M.)
Barometer	29.84	29.79
Temperature	80	78
Humidity	75	80
Rainfall	0.00	0.00

A Mail will close for:—
The day of departure for Shanghai of the weekly steamer carrying the Trans-Siberian mails to Vladivostok has been changed from Friday to Tuesday.
The Inward mail steamer from Vladivostok would arrive at Shanghai on Sunday in future instead of Wednesday.

Nagasaki, Kobe and Yokohama—*Per Awala Maru*, 13th May, 11 A.M.
 Sataw, Chafco and Tientin—*Per Chipping*, 13th May, 11 A.M.
 Amoy—*Per Hong Bei*, 13th May, 3 P.M.
 Shanghai—*Per Chuwang*, 13th May, 3 P.M.
 Shanghai—*Per Kiuhsang*, 13th May, 3 P.M.
 Manila, Cebu, Boston and New York—*Per Aluma*, 14th May, 11 A.M.
 Kuchinchiu, Kobe, Yokohama, Victoria, Tacoma, Vancouver and Seattle—*Per Peleni*, 14th May, 11 A.M.
 Mauritius—*Per Blandard*, 14th May, 3 P.M.
 Sataw, Amoy and Foochow—*Per Haitan*, 14th May, 10 A.M.
 Manila, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Perth and Fremantle—*Per Eumano Maru*, 14th May, 11 A.M.
 Manila—*Per Yuansang*, 15th May, 3 P.M.
 San Francisco (direct)—*Per Clan Macmillan*, 15th May, 4 P.M.

Manila.—Per *Zorgo*, 16th May, 10 A.M.
 Shanghai, Nagasaki, Kobe, Yokohama,
 onolulu and San Francisco.—Per *Asia*, 16th
 ay, 10 A.M.
 Macassar, Sourabaya, Samarat, Cheribon
 and Batavia.—Per *Tijmahai*, 16th May, 10 A.M.
 Moji, Kobe, Yokkaichi, Yokohama, Victoria,
 C. and Seattle, Wash.—Per *Kumteri*, 16th
 ay, 10 A.M.
 Europe, &c., India, *via* Tutuicoria.—Per
 ceana, 16th May, 11 A.M.
 Shanghai.—Per *Kwongyang*, 18th May,
 11 A.M.
 Chefoo and Tientsin.—Per *Kuselchow*, 19th
 ay, 3 P.M.
 Shanghai, Nagasaki, Kobe, Yokohama,
 Victoria and Vancouver, B.C.—Per *Glenfarg*,
 19th May, 10 A.M.
 Europe, &c., India, *via* Tutuicoria.—Per
Irish *Edfrich*, 20th May, 11 A.M.
 Manila, F. Wilhelmshafen, Simpsonhafen,
 erbertshöhe, Matupi, Brisbane, Sydney,
 ert, Launceston, New Zealand, Melbourne,
 delaide, Perth and Fremantle.—Per *Prin*
ginsund, 21st May, 4 P.M.
 Nagasaki.—Per *Zorgo*, 22nd May, 3 P.M.
 Manila.—Per *Rubi*, 19th May, 10 A.M.
 Shanghai, Nagasaki, Kobe, Yokohama,
 onolulu and San Francisco.—Per *Mongolia*,
 23rd May, 11 A.M.
 Yokohama and Kobe.—Per *Tsinan*, 23rd
 ay, 3 P.M.

NAME.	CLASS.	TONS.	GUNS.	I.H.P.	CAPTAIN.	LAST REPORTED AT
Alacrity	despatch-vessel	700	4	3,000	Commander C. T. K. Fuller	Shanghai
Algerie	sloop	1,050	4	1,400	Commander R. H. Edwards	Hongkong
Alfred	cruiser, 2nd class	4,300	10	7,000	Captain F. E. C. Vyan	Hongkong
Alfred	cruiser, 1st class	9,800	14	22,000	Captain S. E. Erskine	Shanghai
Alfred	river gunboat	710	6	900	Lt.-Comdr. Hon. R. O. B. Bridgeman	Yangtze
Alfred	river gunboat	710	6	900	Lieut.-Commander F. B. Noble	Hongkong
Alfred	sloop	1,070	6	1,400	Commander B. L. Majendie	Shanghai
Alfred	water-lark and tug	300	—	300	Master J. J. Wilson, R.M.	Hongkong
Alfred	sloop	1,070	6	1,400	Commander C. D. S. Raikes	Shanghai
Alfred	torpedo boat destroyer	306	6	5,700	Lieut.-Commander A. L. Gresson	Shanghai
Alfred	cruiser, 2nd class	4,300	10	7,000	Captain Roland Nugent	Hongkong
Alfred	torpedo boat destroyer	275	6	4,000	Lieut.-Commander W. H. Darwall	Shanghai
Alfred	torpedo boat destroyer	275	6	4,000	Lieut.-Commander Dickens	Hongkong
Alfred	torpedo boat destroyer	280	6	3,900	Lieut.-Commander C. A. Fremantle	Shanghai
Alfred	cruiser, 1st class	9,800	14	22,000	Captain G. C. A. Marecaux	Japan
Alfred	cruiser, 1st class	14,100	18	30,000	Captain Clinton Baker	Yangtze
Alfred	river gunboat	616	4	1,300	Lieut.-Commander S. H. Tennyson	Shanghai
Alfred	surveying ship	1,070	6	1,400	Commander F. H. Walter	Hongkong
Alfred	cruiser, 1st class	9,800	14	22,000	Captain G. W. Smith	Hongkong
Alfred	river gunboat	180	2	240	Lieut.-Commander O. C. Walcott	West River
Alfred	river gunboat	85	2	240	Lieut.-Commander R. S. Roy	Yangtze
Alfred	torpedo boat destroyer	350	6	6,300	Lieut.-Commander J. White	Hongkong
Alfred	river gunboat	85	2	240	Lieut.-Commander H. R. Tickell	West River
Alfred	river gunboat	85	2	240	Lieut.-Commander Alan Dixon	Yangtze
Alfred	torpedo boat destroyer	350	6	6,300	Bosn. W. Strath	Hongkong
Alfred	receiving ship	1,650	6	—	Commodore R. H. S. Stokes	Hongkong
Alfred	river gunboat	180	2	280	Lieut.-Commander H. R. Godfrey	Yangtze
Alfred	river gunboat	710	6	900	Lieut.-Commander H. T. Attlay	Yangtze
Alfred	torpedo boat destroyer	355	6	6,300	Lieut.-Commander Stevenson	Shanghai
Alfred	surveying ship	620	4	450	Lieut.-Commander H. B. Douglas	Port Swettenham
Alfred	torpedo boat destroyer	360	6	5,900	Lieut.-Commander J. Kiddle	Hongkong
Alfred	river gunboat	195	2	800	Lieut.-Commander J. F. Keon	Yangtze
Alfred	river gunboat	150	2	550	Lieut.-Comdr. H. R. V. Cottrill-Dormer	Yangtze
Alfred	river gunboat	150	2	550	Lieut.-Commander G. R. Livingstone	Yangtze

* Flying King of Vice-Admiral the Honourable Sir Hedworth Lambton, C.B., Commander-in-Chief

NAME.	FLAG AND DESCRIPTION.	TONS.	GUNS.	H. P.	COMMANDING OFFICERS.	LAST REPORTED AT.
Alger	and class cruiser	4,320	22	5,100	Commander Fournier	Hongkong
Argus	river gunboat	180	6	570	Lieut. Audouard	Hongkong
Brix	armoured cruiser	4,8	16	8,500	Captain Rochas	Saigon
Brux	gunboat	63	10	900	Lieut. de Linarès	Shanghai
Décidée	1st class armoured cruiser	8,200	26	13,500	Capt. Thibault	Kobe
D'Entrecasteaux	river gunboat	170	6	500	Lieut. de Malendreville	Upper Yangtze
Dry	river gunboat	130	1	280	Lieut. Poeh	Yangtze
Taking	steam-launch	—	—	—	—	Upper Yangtze
Vardiane	river gunboat	8	6	7	Lieut. Dumoulin	Canton

Flagship of Rear-Admiral Perrin, Commander-in-Chief

		Gunboats.				Reserve.		Saigon
Vipère...	...	...	475	—	—			...
Lion...	...	...	500	—	—			...
Balonnette...	...	...	170	—	—	...		...
Bouchier...	...	...	140	—	—	...		...
Coronade...	...	...	184	—	—	...		...
Cimacarra...	...	...	140	—	—	...		...
Estac...	...	...	141	—	—	...		...
Jacquin...	...	...	200	—	—	...		...
Achéron...	...	armoured gunboat	1,530	3	1,700	Lieut. Bertrand...	...	Saigon
Allouette...	...	gunboat	506	7	400	Commander Radis...	...	Saigon
Comète...	...	gunboat	500	6	—	Capt. Le Gervais...	...	Saigon
Esturgeon...	...	sub-marine	70	—	60	Lieut. Combet...	...	Saigon
Foudre...	...	destroyer	300	7	6,300		...	Saigon
Henri Rivière...	...	river gunboat	150	6	151		...	Halphong
Lynx...	...	sub-marine	70	—	63	Lieut. Maris...	...	Saigon
Manche...	...	surveying ship	1,215	10	930	Commander Ragot de la Touche...	...	Saigon
Monsieur...	...	destroyer	370	7	6,300	Commander De la Roche Keradron...	...	Saigon
Pariet...	...	sub-marine	70	—	60	Lieut. Monnier...	...	Saigon
Pistolet...	...	destroyer	300	7	7,000	Commander Mortenol...	...	Haiphong
Protée...	...	sub-marine	70	—	60	Lieut. Morris...	...	Saigon
Redoutable...	...	battleship, reserve	0,130	37	6,300	Capt. Dronet...	...	Saigon
Seyx...	...	armoured gunboat	1,510	8	1,600	Lieut. Serret...	...	Saigon
Takou...	...	destroyer	280	6	5,500	lie Reserve...	...	Saigon
Vauban...	...	torpedo-depot	—	—	—	Commander Mortenol...	...	Haiphong
Vétéran...	...	torpedo-depot	—	—	—	Lieut. Bihel...	...	Cap Saint-Jacques

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(4) Memorial for the Administration of
Commerce and Industry of the State

